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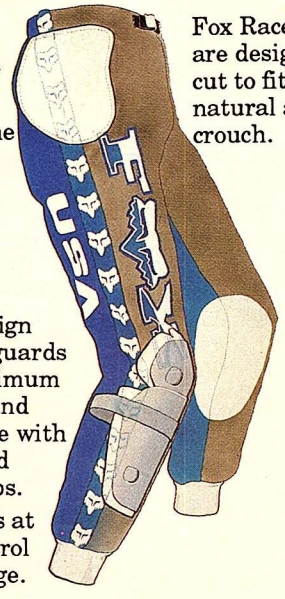

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WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always use discretion and wear the appropriate safety gear.

ON THE COVER:—*MXA* wrecking crew member Doug O'Donnell lofts the '88 CR250 into the California sky. (Inset) Fellow wrecking crew teammates Larry Brooks, Mike Hooker, Paul Winn and Craig Davis thrash the '88 250s. Rick Johnson works on his tan in front of his new ROY Award Nissan 4×4. All Photos (including TOC photo) by Zap "The Rebel" Espinoza and his new Nikon. Cover design by D. West. Color separtions by Valley Film.

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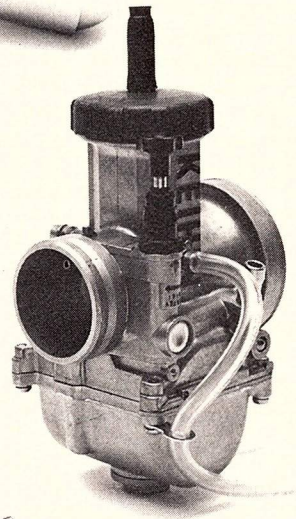

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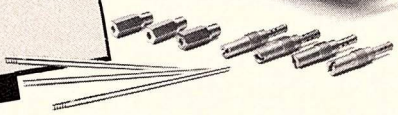

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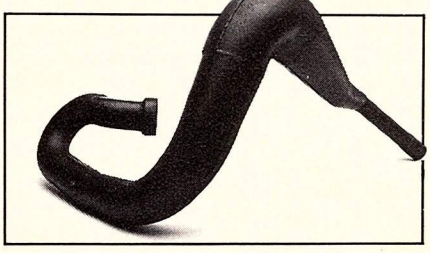

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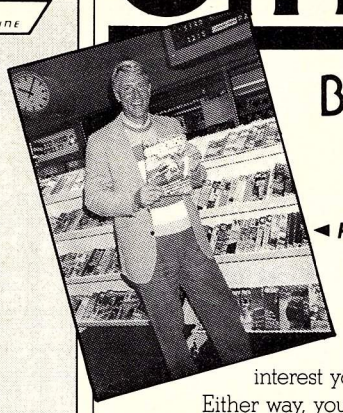
On The Mainjet

By Roland Hinz



◄ ***Publisher overjoyed to find MXA at Brussels, Belgium, airport.***

☐ Politics might interest you, and it might not.

Either way, you don't open up a magazine such as *Motocross Action* and expect to find an in-depth analysis of the political climate in the United States. Yet, no one and no sport is totally immune from the rules, regulations, legislation and vote-getting whims of our nation's lawmakers. Motocross and motorcycling do benefit, on occasion, from the protection and rights guaranteed us by the Constitution. Vice versa, motorcycling is often set upon by the honorable representatives we elect to represent us.

A case in point was Senator Danforth's (D-Missouri) recent proposed legislation to ban Superbikes. The Danforth Bill could have put a severe crimp on the already strapped motorcycle industry, not to mention the freedom of the buying public to buy the bike of their choice. Thanks to the AMA, the American Coalition of Outdoor Recreational Publishers, and other interested parties who presented vehement and vocal opposition to the proposal, Senator Danforth withdrew the bill. A victory over proposed legislation is yards better than a victory over enacted legislation, because it nips future bills in the bud.

Thanks to the readers of *Motocross Action*, Senator Cranston's Wilderness Bill (S-7), which would have turned the California desert into a forbidden zone, has also been withdrawn. Thousands of post cards, letters and telephone calls from motorcyclists all over the country brought this potentially devastating anti-off-road bill to the table (instead of to the floor of the Senate). This is a victory that we are especially proud of, because *MXA* and its sister publications (from *Dirt Bike* to *Mountain Bike Action*) printed over six million post cards in opposition to S-7, and you, the readers, filled them out, mailed them in and stopped, at least for the time being, a serious threat to the public's right to use public land. But don't be surprised if we have to do the whole letter-writing campaign all over again. To be forewarned is to be forearmed.

Another victory occurred with the Los Angeles County Board of Supervisors. After repeated attempts to get the L.A. County Parks Department to provide off-road riding facilities for the residents of one of America's most active motorcycling communities had been defeated by opposing forces, a massive turnout of home owners and industry supporters began the process of getting a riding park approved for the Whitney Canyon area, about 25 miles northwest of the L.A. Civic Center. The home owners, who happened to be largely comprised of motorcycle riders who live in the area, including Jim O'Neal, Robb Mesecher and Robert Rex, convinced the board that L.A. needs an off-road park. With the support of local residents, the Board of Supervisors is now working with the Department of Parks and Recreation to develop and fund this proposed park. Success isn't guaranteed, but it is a solid step. It may look like a local victory, but it has national significance because it proves that the system will listen if the voice of the people gets loud enough. The importance of this small step forward is that it pumps up the California-based motorcycle industry to try harder because all is not lost. In fact, we might be winning.

Meanwhile, the state of California, which has been collecting the infamous "Green Sticker" money for years to provide off-road riding areas, is rumored to be planning on refusing to issue Green Stickers to motocross bikes. Without a Green Sticker, a motorcycle cannot be ridden off-road (except on private land or race tracks) in the state. If the state government refuses to issue stickers for motocross bikes (CRs, YZs, RMs, and KXs) because they don't come stock with mandatory off-road equipment (i.e., spark arresters), then casual riders, play racers, desert racers and enduro riders will be forced back into the stone age to find available (and legal) equipment. There have been no cited problems with motocross bikes that are equipped with spark arresters, and since it is an inexpensive and simple modification, the state's seeming unwillingness to legalize motocross bikes will simply create lawlessness, instead of supporting law and order. If voluntary enforcement is working, why mandate rebellion? Better the state of California review where and how and by whom millions of dollars collected by the Green Sticker program are being spent.

Obviously, we're delighted to report any positive news on the legislative front. The victories are merely an illustration that freedom is worth fighting for. Lately, we seem to be constantly dealing with the problem (whether the AMA, motorcycle industry or government), and I wish I could write a funny, humorous column like "Jody's Box," but someone has to allot space to confront serious and important issues about the sport. These three small political issues may not change the course of history, but they can change the lives of motorcyclists. ☐

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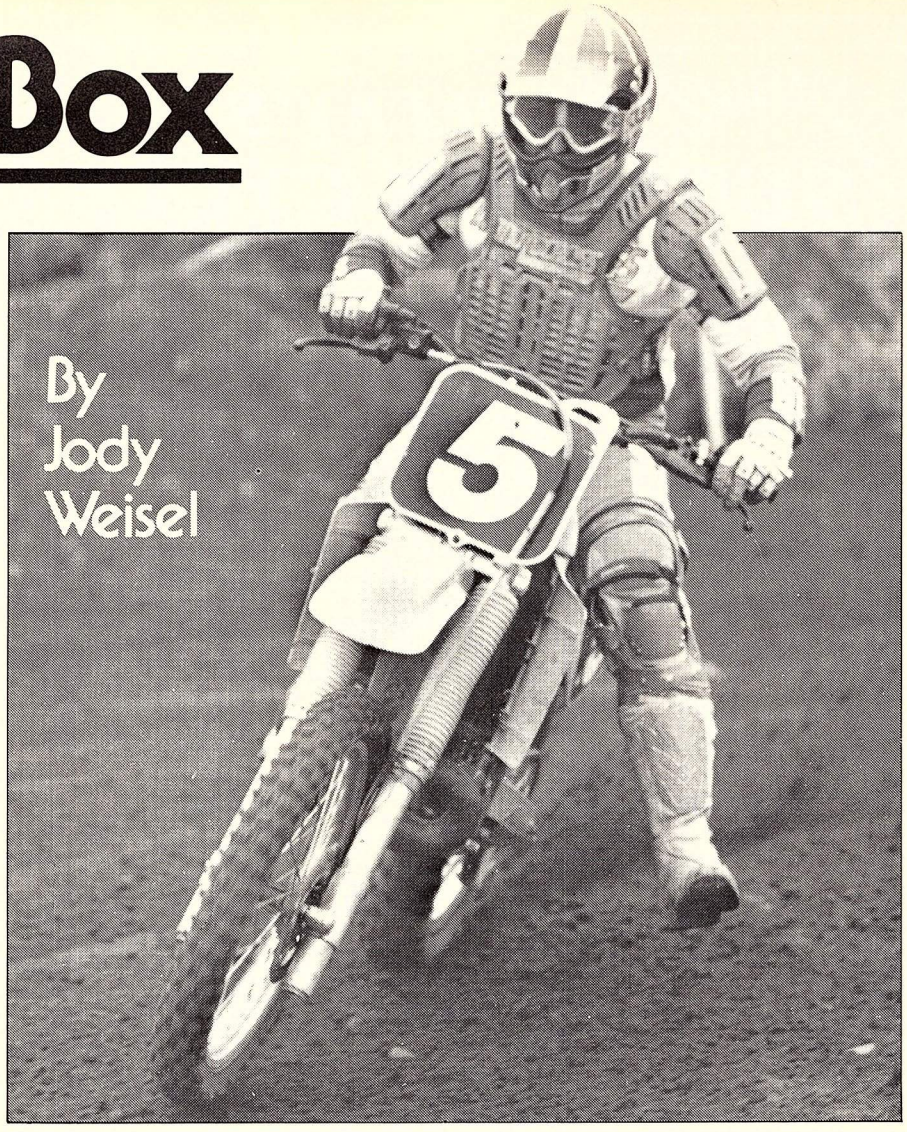

☐ Psychosis is on the upswing. Mental health experts report that schizophrenia is extremely difficult to cure. Delusions (from paranoia to grandeur) seem to be commonplace. Medical journals report that since the emptying of mental institutions in the late '70s, you can't be sure if the guy next to you on a bus is playing with a full deck or not. These reports of serious mental aberrations might frighten or alarm normal people, but I'm used to it. After all, I hang around the pits and talk to motocross racers.

* * *

"The payback is pitiful. Something ought to be done about these robber barons," said Fred Phalange last week.

"What does it matter to you? The closest you've ever come to winning money is buying a ticket for the lottery," I replied realistically.

"It's criminal. Did you know Ricky Johnson got only $1500 for winning that National last month?"

"I weep for Rick. Imagine only $1500! And only a $10,000 bonus for the win, and only another couple thousand in contingencies. The poor guy probably had to take the bus over to the bank to deposit his $100,000 Championship bonus. Should we hold a benefit race for him? No, we better not, because we probably wouldn't be able to pay a big enough purse to satisfy you," I said. Fred got angry and stomped off.

* * *

"My son Bobby is one of the fastest Pros in the country. He is probably going to get a factory Yamaha ride this year," said a cigar-chewing guy next to me on the starting line last Sunday. I was standing there waiting for the promoter to start the first race so I could complain about the Port-a-cans (or lack of them). "Yeah, Bobby was turning lap times two seconds faster than Jeff Ward last week. He's gonna be National Champion in a year or two."

"Really," I said, although I didn't know what or who the guy was talking about. "Who is your son?"

"Bobby Osterizor! Number 22," he said proudly.

"Bozo Bobby? That maniac is your kid? Isn't he the guy who missed the first turn last week, drove right onto the back straightaway and kept going? I could be two-seconds-a-lap faster than Jeff Ward if I cut half the course, too." Bozo Bob was the laughing stock of the track. He rode the Pro class, but couldn't have won the Juniors. Bobby's dad wandered off just as I was going to relate the story about the time Bobby raced an entire moto with the choke on.

* * *

"If you ever get in my way again, I'll run you over," yelled Stumpy Phalange, Fred's brother, after the first moto last week. Stumpy was a little perturbed because I cut him off when I was lapping him. "You tried to take me out. There's no room in the sport for dirty riders like you."

"Hey, Stump," I replied, "why don't you move over when you're being lapped. I didn't mean to stuff you, but you swerved into my line at the last moment."

"I held my line. You rammed me. One minute my hands were full, and the next minute they were empty. You took me out on purpose. I'll centerpunch you the next time you try that," screamed Stumpy. I got the impression he was angry, but there was nothing I could do about it. I did take him out, but it wasn't on purpose, and it wasn't in my best interest. I was running in second until I got Stumpy's Kawasaki welded to my rear spokes.

In the second moto, Stumpy was ready when I came up to lap him. He swerved across the track to block me just in time to pull in front of Rex Staten, who was making up for a bad start. Rex cleaned Stumpy's clock in a very professional manner, and by the time Stumpy's KX stopped cartwheeling, it could have fit in a shoe box. As I rode by, Stumpy looked up from the ground and yelled at me, "If you get in my way again, I'll run you over!"

* * *

I guess the biggest nut cases at the races are the guys who come back from checking the scoreboard. Brain fade must set in immediately upon looking at the moto scores.

"How did you do?" I asked Jimmy Mac.

"Oh, fifth, I think." he said.

"You think? I thought you went up to check?"

"I'm not sure. The scores weren't posted yet."

"Sure they were. Crazy Dave just came back from checking them."

"What place did he get?" asked the Mac.

"Oh, fifth, he thinks," I replied.

"Maybe I was sixth?"

"How many people in your class?" I asked.

"Maybe 25 or 30," he said.

"I don't think so," I said, "because Stumpy Phalange finished last, as always, and he said he was 16th."

"Okay, okay, okay, I confess. I was 12th. I'm slow. I stink. I got beat. I lied. I'm slime. Beat me. Whip me. Make me write bad checks. I'm a slug."

"Gee whiz, don't take it so badly. You can't win every race you enter. Just relax. You'll do better. You've beaten faster guys than these. I know you can do better."

"Yeah! Thanks. How did you do?"

"Oh, fifth, I think." ☐

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MXA2-8

MX RECOGNITION

JEFF WARD MEETS THE PRESIDENT

Paul Buckley

Meet the president: Jeff Ward endured the cold, mud and Europeans for his country at the Motocross des Nations. He and teammates Rick Johnson and Bob Hannah were victorious and got to meet Ronald Reagan.

• **MXA:** *Tell us about your trip to Washington, D.C.*

Jeff: It was interesting. First, we had to go through an ID check at the main gate to the White House. They did a check to see that we were who we were supposed to be, that we weren't bad guys, and then they let us through.

MXA: *Did you go straight in to see the president?*

Jeff: No, we went into the Roosevelt room, where we were briefed on what to do when we met the president. Then we were moved to another room across from the Oval Office, where we waited again.

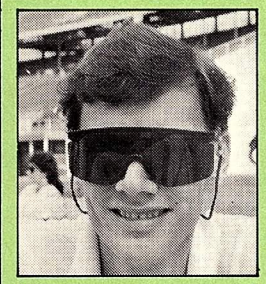
After about 20 minutes, we were ushered in to see him. We introduced ourselves and had an individual picture taken with him. We gave him a plaque and an AMA Team jacket, and he gave us a gold key chain with the United States seal and emblem on it. It was pretty good—we had our trophy there, and we took a group picture with it.

MXA: *Were you nervous when you met Mr. Reagan?*

Jeff: Yes, we were all nervous. While we were outside waiting, we all had wet palms. Maybe next year, after we win again, we won't be as nervous. I was happy; it doesn't matter what you think of his policies, there are very few people who get to meet the President of the United States. It is something that I will be able to tell my grandchildren about when they read their history books. •

WESTERVILLE JOB OPENING

NED REDWAY RESIGNS



◄ Goodbye headaches: Ned Redway spent ten years working for the AMA in professional motocross but has resigned amid a cloud of controversy.

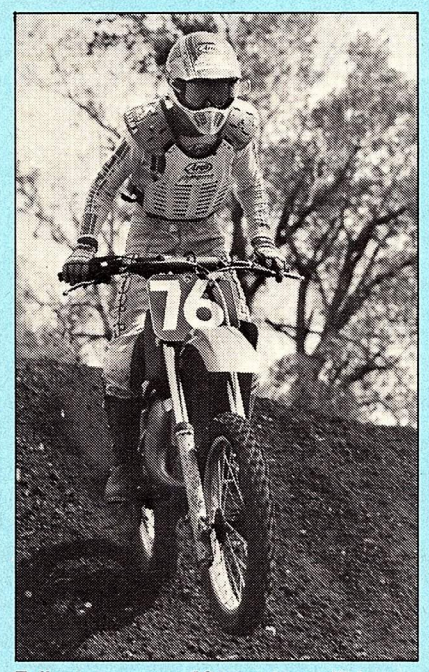
• AMA Professional Motocross Manager Ned Redway recently resigned from his position to "pursue other opportunities," according to AMA Vice President Bill Amick. When asked about rumors that the AMA was running an inquiry into the way Redway handled the Ron Lechien incident at the 125 USGP, Amick responded, "No, there is no investigation, and there has not been one. I don't know where that came from. Ned left on good terms to pursue a business opportunity on the West Coast."

Redway had risen to his AMA position after serving as the AMA's National Tech Inspector for nine years, but recently came under fire for his handling of race controversies such as the downhill start at the L.A. Coliseum, the watering problems at several Nationals and the Ron Lechien incident at the 125 USGP. Redway was unavailable for comment. •

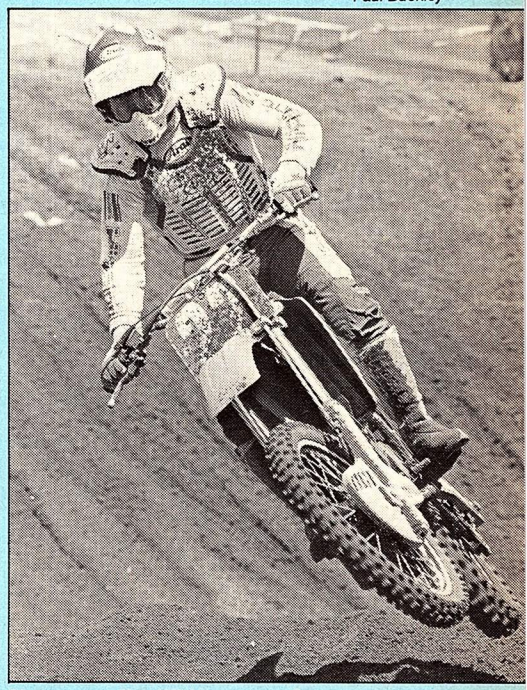
WHAT'S NEW WITH THE VOHLANDS?

AMERICA'S FASTEST BROTHERS

Paul Buckley



Tallon grows up: After an incredibly successful year in the Amateur ranks, 16-year-old Tallon Vohland will be a Team Green rider in '88. He'll be riding the 125 Western Supercross series, local Nationals and reappear at Ponca and Loretta Lynn's looking for encore wins.



Never say die: With support from Kawasaki, older brother Tyson will move up to the 250/500 Nationals. Tyson Vohland was a child prodigy in '86, but suffered from numerous setbacks in '87. He did win the Los Angeles and Las Vegas stadium Ultracross events, though.

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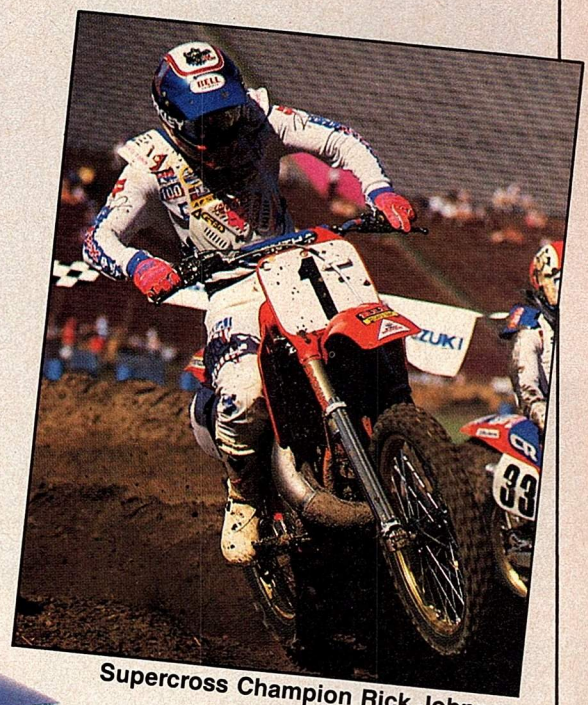

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1987 AMA MOTOCROSS ATTENDANCE FIGURES

WERE YOU THERE?

• Over half a million people came out to see professional motocross in the stadiums and hills of America in 1987. Those who went saw some great racing, and those who didn't certainly missed out. If the sport is to gain outside sponsors and television coverage, the fans must show their support at the gate. Average Supercross attendance was 34,000 and outdoor Nationals drew 6000. •

TOP SUPERCROSSES

1. Anaheim, CA (sold out)	70,000
2. Houston, TX	44,000
3. Tampa, FL	44,000
4. Daytona, FL	40,000
5. Pontiac, MI	40,000
6. San Diego, CA	34,000
7. New York, NY	30,000
8. Phoenix, AZ	30,000

TOP OUTDOOR NATIONALS

1. Mt. Morris, PA	12,000
2. Southwick, MA	10,000
3. Troy, OH	8000

SPITE MY FACE

WEIRD CONTACTS: PART TWO

• When a rider signs his contract with a factory team, sometimes the clauses get kind of strange. In the '70s, Tony DiStefano had a clause in his contract that his mechanic, Keith McCarty, would go wherever he went. Tony also had a statement put in that if he was chosen for the Motocross des Nations, Team Suzuki would pay to send him.

In 1988 Micky Dymond signed with Yamaha to ride the 250/500 Class, but, in fact, Yamaha doesn't want Micky in the 500s. The secret slipped out immediately after Yamaha's proposed plan to ban 500 bikes was tabled. Since Bob Hannah and Johnny O'Mara have 250-only contracts, the factory teams are paying full price for part-time labor.

George Holland's recent signing with Honda also included a demand that he sign a contract to wear Hondaline clothes. That effectively takes George out of the after-market bidding wars, but Hondaline reportedly paid him more than he was making last year for leathers.

Jimmy Ellis' Can-Am contracts were sweetened by the fact that they hired his father, also. Bob Hannah asked for a Ferrari in his old Yamaha contracts. He even asked for an airplane-hangar rental one season. Guennady Moiseev reportedly got a Mercedes-Benz out of KTM. Johnny O'Mara got a carbon-fiber-look bicycle for agreeing to race the Paris Supercross. •

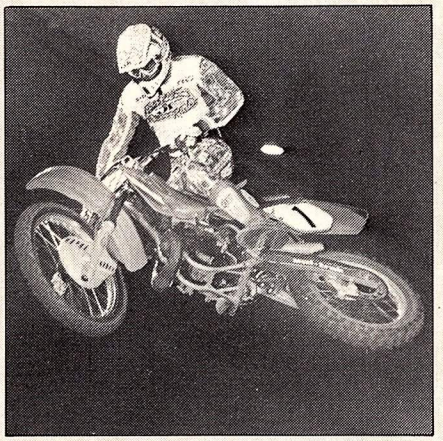
GOTHENBURG, SWEDEN

RON LECHIEN'S SWEDISH WEEKEND

Harri Knuutinen

Up and comer: Peter Hansson (6) is the best of the new young Swedes. With Hakan Carlqvist thinking of retirement, Hansson will be defending the honor of Hallman, Aberg, Kring, Lundin and Jonsson.

Harri Knuutinen



Tourist trophy: Ron Lechien flew to Sweden for a few days, won the Gothenburg Supercross and flew home a couple grand richer. All in a weekend's work.

Harri Knuutinen

Show jumpers: The Americans' biggest advantage over the young Swedish racers was the ability to jump. Jim Holley (10) styled into second place in Sweden.

• ***MXA:*** *How did you win the Swedish Supercross?*

Ron: This year it was a cakewalk. I won all of my heats and had an easy time in the Main. I'd been there in 1985 and won. Jeff Ward won last year.

MXA: *Was the track easy or hard?*

Ron: John Savitski flew in and built the track. I was familiar with his style of obstacle, but most of the Europeans had never seen any of the strange stairstep stuff. They had a good whoop section and a tricky section where you left the track and jumped back in. Only Jim Holley, Leif Nicklasson and I were able to jump all the way back onto the track.

I'd rate it a pretty easy track. It's not too technical, but the downsides of the tabletops were wood and very steep.

MXA: *How good was the money?*

Ron: Compared with an American Supercross, it pays about the same. I made more money because they paid start money to the Americans.

MXA: *Did any Euros do well?*

Ron: I won; Jimmy Holley was second. Peter Hanssen got the start, but they don't jump well. Hanssen and Holley had a good dice, but Jim out-jumped him. Bo Hogberg was third, Mark Smits fourth and Nicklasson was fifth. Nicklasson seemed to be the best of the bunch. • □

Mail Entries

HANNAH vs. DYMOND

Dear *MXA*,

Micky Dymond was robbed!

R. Villegas
Las Vegas, NV

Dear *MXA*,

Are you sure Micky Dymond was robbed?

Mike Whitaker
Albuquerque, NM

Dear *MXA*,

We love you, Bob.

Larry Bovan
Farwell, MI

Dear *MXA*,

Get Hannah to go to Europe.

Joe Corsell
Mossier Valley, TX

Dear *MXA*,

I want to thank Bob for 12 years of enjoyment.

Mark Schaaf
Dayton, OH

Dear *MXA*,

Tony D., Jim Weinert and Kent Howerton are gone. It's time for Bob Hannah to do the same.

Joe Spector
Pittsburgh, PA

DO WE GET HALF?

Dear *MXA*,

I'm 13 years old and ride an '85 YZ125. My problem is that when I ride for more than four hours straight, my left wrist starts to hurt so badly I have to keep it immobilized for the next two days. What am I doing wrong?

Ryan Plourde
Rochester, MI

(Riding about three hours too long. Stop for gas and rest.)

RJ MAKES HIM SICK

Dear *MXA*,

I'm writing this letter because I'm sick of hearing about Rick Johnson all the time. He thinks he's so hot. I want all MXers to know that Jeff Ward is a much better rider than RJ and much nicer, too. I think Jeff deserves a lot more credit for his performance this year. I also think he deserves an award from *MXA* for hanging in there, even with a broken ankle. If RJ had broken his ankle, he probably would have hung up his leathers and gone home crying and whining to his mommy.

Tom Anthony
Royal Oak, MI

GO SIX MILES PAST THE DONUT SHOP AND TURN LEFT

Dear *MXA*,

"Regional MX Maps" was a great idea, but do you have any plans to print maps on how to get to all these tracks? I'm sure that others would be glad to pay extra if maps were included in an issue. I realize a lot of work would have to be done, but I would appreciate it. Nothing's worse than being late for a race because you got the wrong directions from somebody who doesn't know how to get there himself.

R. Villegas
Las Vegas, NV

(The MXA wrecking crew is working on a book about the race tracks of the USA and Canada. We expect the completed book to be out by summertime and to include over 600 race tracks. Stay tuned.)

ANYTHING WILL HELP

Dear *MXA*,

In your September issue you listed the ten worst bikes of all time. It surprised and scared me that you listed my 1982 YZ250. I use it for play riding, so can you tell me more about the habits of the bike, and if there are any modifications I can make to improve it. I'd like to keep the bike if it's not dangerous to ride.

Bill Koops
Hermiston, OR

(Rick Johnson almost won the 1982 250 National Championship on the '82 YZ250. He thought it was too dangerous to ride at National speed, because it was very heavy, prone to front-end flop and rear-end swap. For play riding it is perfectly safe—don't worry.)

WHERE WERE YOU IN OCTOBER?

Dear *MXA*,

I was wondering if it would be possible to reach Steve Wise? I haven't seen a mini view lately. Do you still do them?

Kip Tranor
Verona, WI

(Steve Wise lives in McAllen, Texas, and has produced a how-to-ride video that's available through Action Video, Rt. 1, Box 271H, Smithville, MO 64089. Yes, we still do mini views in every issue.)

NOT ANYMORE

Dear *MXA*,

Why don't you include Huskys in your shootouts? Aren't their motocross machines like the rest?

Chris Rinehart
York, PA

(Not exactly like the rest.) □

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AVOIDING FLATS

Frank Stacy's tire & tube tricks

☐ Frank Stacy is the off-road race representative for Dunlop Tires, and he sees to the tire needs of riders such as Rick Johnson and Jeff Ward. Frank was a successful privateer during the '70s and knows that one of the keys to success is avoiding DNFs. Among the more common causes of DNFs are flat tires, so *MXA* went to Frank to find a cure.

MXA: *Why are flat tires such a common occurance?*

Frank: The majority of flats are not caused by objects puncturing the tire and tube, but by the tube being pinched. This is usually caused by hitting a rock or landing hard off a jump when there is incorrect air pressure for the track conditions. Sometimes the tube is dirty or folded, or the spokes are poking through.

MXA: *How can these problems be avoided?*

Frank: First, make sure the tube, rim and the inside of the tire are clean. Even a small amount of dirt can wear through the tube. Sprinkle some baby powder on the tube to keep it from chafing against the tire during installation.

MXA: *What about duct-taping the rim?*

Frank: Yes, definitely. I tape around the rim three times. Make sure the spokes are snugged up but not cranked down so tightly that they protrude into the rim. If they are too tight, they will work through the tape. Another trick is to file the valve stem hole into an oval shape. This will help lessen the chance of damage to the valve stem.

MXA: *Should the tube be inflated before installation?*

Frank: Yes, inflate it slightly to aid installation and prevent large folds from developing. Next, use water on the bead to help it slip onto the rim easier. Inflate the tube to 20 psi, which will help seat the bead and force out any folds in the tube. Then deflate to the proper pressure.

MXA: *What other tricks do you know to prevent flats?*

Frank: You can ditch the valve stem nut. That will keep the valve stem from ripping when the tire spins under acceleration. It is also a good idea to use good-quality rim locks to keep the tire on the rim in the event of a flat.

◄ Frank Stacy has put his many years as a privateer racer to use in the tire industry. Frank develops and tests new tire designs for Dunlop Tires, and is their field rep for off-road motorcycle racing

MXA: *What do you recommend for tire pressures?*

Frank: The most important thing is to set the pressure for the ground conditions that are likely to occur in the later stages of a moto. Many times, riders set lower pressures for the tacky terrain during practice, only to have the terrain dry out or get dug out to a harder state. The end result is that they are riding on hard ground with pressure that is set up for soft, and they pinch a tube when landing off jumps or hitting ruts. A rider needs to scout the conditions before each moto. I would recommend running ten to 12 psi for mud, 11 to 13 in sand, and 12 to 13 for intermediate. On hard-pack, 13 to 14 psi is best. The intermediate is the trickiest, so it is better to run a little higher than one would think normal. ☐

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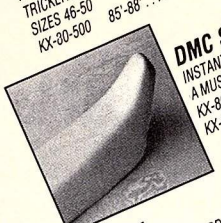

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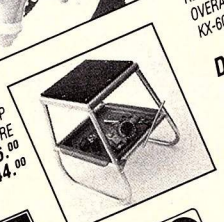

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RACE TEST

1988 YAMAHA YZ125

Recipient of a powerplant transplant

☐ There is little or no doubt that Yamaha is on the comeback trail. The 1988 YZ250 is a standout, the best stock 250 bike on the track. Is it too much to ask that the '88 YZ125 be good also? Maybe, but Yamaha has definitely improved the YZ powerplant to the extent that it doesn't give anything away to the red, green and yellow tiddlers.

Most of Yamaha's effort went into the 250 for 1988, but the YZ125 motor got medicinal attention in the form of a powerband transplant. Good vibes on the bottom end!

Snappy: With a strong low-to-mid-range powerband, the YZ125 begs to be whipped into submission. Air time is handled with aplomb. The biggest flaw in the YZ handling is its twitchy characteristics through the whoops.

WHAT IS THE YZ STORY?

Yamaha has been a contender in the 125 wars since 1973. And to those riders whose memories harken back to the days of Tim Hart, Bruce McDougal, Danny Turner and Bob Hannah, the lessons of history point to trouble for YZ125 racers. The best YZs ever were the wildly expensive original YZ (with straps on the gas tank) and the 1980 model. Unfortunately for both of those models, they were released just months before world beaters from the other marques (the original CR125 in 1973 and the 1981 RM125 Full Floater). In between, and that accounts for the majority of years, Yamaha has tried and tried again.

Recent YZ history reveals powerband schizophrenia. One year the 125 wails on the top, the next it hits hard in the middle, and the next year it lingers somewhere in the nether regions. Last year (1987) the YZ125 was explosive on the bottom end, but overall power delivery was so short that the rider had to shift six times for every five shifts of the other rainbow brands (red,

Can't tell a book by its cover: Yamaha may not have spent a lot of time spiffing up the graphics on the '88 YZ125, but underneath the plastic is an improved motocrosser. ►

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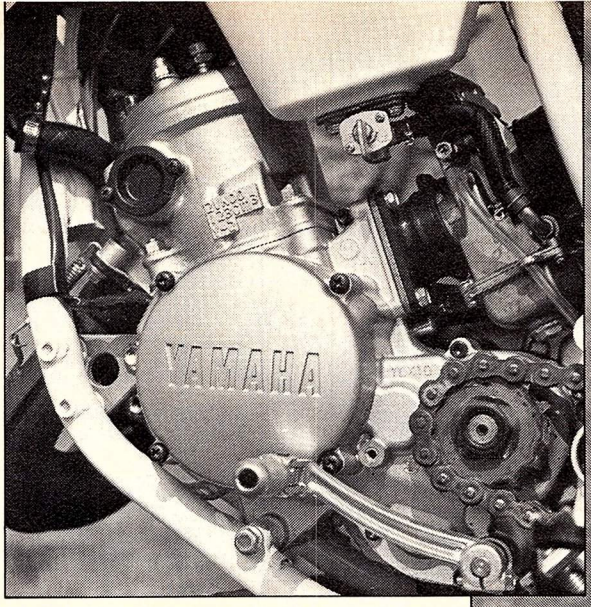

YZ 125

Silver lining: Serious work on the Power Valve has netted the Yamaha YZ125 a more potent and abrupt powerplant. When the white bike is kept on the pipe, it flat flies. . . very quickly.

Proprietor: Yamaha recently purchased Ohlins Shocks of Sweden, and although Ohlins will continue to produce after-market suspension units, Yamaha hasn't been bashful about borrowing shock ideas from its new Swedish brothers. Is the shock as good as an Ohlins? No. ►

green and yellow). It was, quite frankly, too much work for too little reward. Plus, Honda had developed a missile in '87 for the 125 Class that turned poor riders into possible winners.

THAT'S ALL IN THE PAST

In 1988, Yamaha gave the YZ125 a massive influx of power. Yes, it's still down in the bottom fringes of the powerband, but it barks. It is fast! Faster than it was, and faster than the competition! But don't rush out and say "Charge it!" yet. Power delivery and output are impressive, but the YZ125 requires a very special rider. It isn't a bike that a manic depressive 125 Junior is going to be able to make work. A 1988 YZ pilot has to be fast, frenetic, quick on the clutch and even faster on the shifter. This bike jumps into action as soon as the rider cracks the throttle. To make it work, you have to run the low-end burst to the bitter end (which occurs in the mid-range) and then slam into a new gear. Shift too soon, and the Zed goes *wahhh-wahhh* and slows down. Shift too late, and the power goes flat on the top end and momentum is lost. Grabbing gears and feeding them in *just right* will produce holeshots, victories, adoring girlfriends and factory contracts. Get lazy, and you will look like a spode. It's a fine line. The YZ125 powerband is a contradiction. It seems brutally basic and simple (it's just raw power down low), but in reality, it is a complex and intricate engine that requires a deft touch (keeping the power on the bubble). It's like living between heaven and . . .

WHAT DO WE REALLY THINK?

You have to work the YZ, and if you don't, it will work you over. The rest of the bike is basically old hat. Yes, there are improvements in the chassis and suspension, but they don't make much of a difference in the bike's performance. It feels like a Yamaha YZ125. What does a YZ feel like? Front-end light! It's easy to dance the front end over whoops and jumps, because the YZ seems to push the rider toward the rear. In function, a smart YZ rider will stand forward and stay on the gas. Why? Because a YZ works really well as long as the throttle is on and the rider is driving into turns and obstacles. Sit back and coast, and the thing *freaks* out. It's definitely a race bike with a personality of its own.

Does it handle badly? No, but it's busy. The chassis' ride characteristics are less balanced than they should be. Slight changes in front/rear bias result in the Zed's reacting oddly. It turns well and jumps straight, but it doesn't always do straights straight.

1988 YZ125

THE BIG CHANGES

• In the never-ending quest to make their bike **the** bike to own and win on, manufacturers always throw around words like "totally new," "innovative" and "revolutionary." Sometimes drastic changes are made and sometimes not. For 1988, Yamaha made some drastic changes to its motocross lineup, and the following is a list of what is new on the YZ125.

• All engine cases are painted silver.

• The seven-port cylinder now has a larger intake port and reed-valve assembly for increased intake flow.

• The Yamaha Power Valve System (YPVS) is located lower on the cylinder to provide a lower exhaust-port shape.

• A new clutch runs on needle roller bearings, rather than the old bronze bushing. An additional clutch spring and plate is also used, and the clutch springs have a lower overall rate to reduce clutch pull.

• The gearbox shaft is increased in diameter by two millimeters for increased strength.

• The ignition curve is altered to raise the rev ceiling.

• A new Ohlins-type shock features adjustable rebound and compression damping.

• The rear drum brake has been replaced with a 220mm hydraulic disc.

• The front forks are now cartridge units. •

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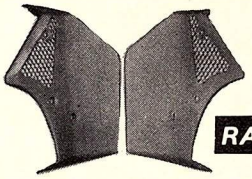

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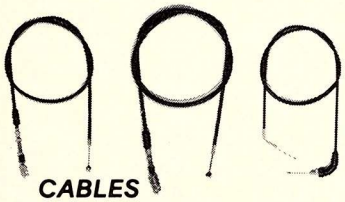

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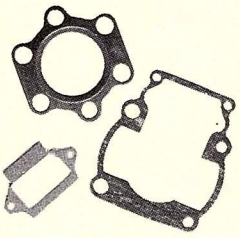

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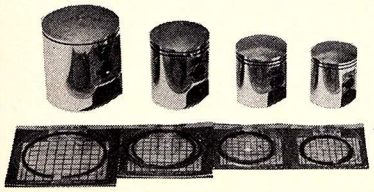

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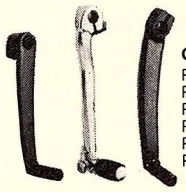

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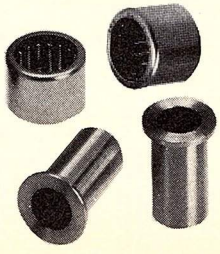

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PE 250/400 (all yrs)	34.75

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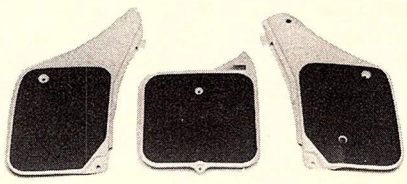

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RM 80/100/125 (all yrs)	$12.95
RM 250/370/400 (all yrs)	13.95
PE 175/250/400 (all yrs)	12.95

SIDE PANELS

RM 80 (all yrs)	$18.95 ea.
RM 100 (all yrs)	23.15 ea.
RM 125/250/370/400 (1975-85)	21.95 ea.
RM 125/250 (1986-88)	19.95 ea.
PE 175/250/400 (all yrs)	21.95 ea.

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PE 175/250/400 (all yrs)	39.95

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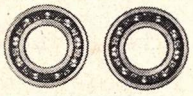

FRONT

RM 80/100 (1976/83)	$12.75 pr.
RM 80 (1984-88)	15.75 pr.
RM 125/250 (1975-83)	13.50 pr.
RM 125/250 (1984)	19.25 pr.
RM 125/250 (1985-88)	13.50 pr.
RM 370/400 (all yrs)	12.95 pr.
PE 175/250/400 (all yrs)	12.95 pr.

REAR

RM 80/100 (all yrs)	$14.25 pr.
RM 125 (all yrs)	13.95 pr.
RM 250/370/400 (1976-83)	15.40 pr.
RM 250 (1984-88)	16.50 pr.
PE 175/250/400 (all yrs)	15.40 pr.

STATOR PLATE ASSEMBLY

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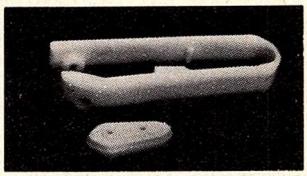
RM 80 (all yrs)	$ 83.95
RM 100 (all yrs)	114.95
RM 125 (1976-78)	121.15
RM 125 (1979-88)	95.85
RM 250 (1976-81)	89.85
RM 250 (1982-88)	99.45
RM 370/400 (1976-80)	115.10
PE 175/250/400 (all yrs)	89.95

CHAIN BUFFER SET



Set consists of swing arm buffer and lower chain guide roller. The design may vary from the picture, depending on year and model.

RM 80 (all yrs)	$12.95
RM 100 (all yrs)	17.50
RM 125/250/370/400 (1975-79)	11.95
RM 125/250/400 (1980-88)	17.95
PE 175/250/400 (all yrs)	15.50

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PE 175/250/400 (all yrs)	41.95

REAR

RM 80 (all yrs)	$25.95
RM 125/250 (all yrs)	31.95
RM 100/370/400 (all yrs)	42.95
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RM 370/400/465/500 (1976-84)	13.95 pr.
PE 175/250/400 (all yrs)	13.95 pr.

REAR

RM 80 (all yrs)	$10.25 pr.
RM 100/125 (all yrs)	11.75 pr.
RM 250/370/400 (1976-80)	16.65 pr.
RM 250 (1981-86)	11.75 pr.
PE 175/250/400 (all yrs)	14.95 pr.

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YZ125

The biggest overall improvement to the YZ's handling is brought about by the new rear disc brake. Since the YZ suspension and chassis work best when *loaded* (with the power on), the rear disc allows a Yamaha rider to go in deeper and wait longer before letting off. This is most important in coming down from speed for a corner with braking bumps before it. Last year the YZ rider had to shut off and apply the brakes in the braking bumps, and the chassis would crab and hop. It felt disjointed. Since the '88 chassis is basically the '87 chassis, the lack of *Yama-hop* or *Yama-swap* in '88 is credited to later braking and lessened torque effect on the rear suspension.

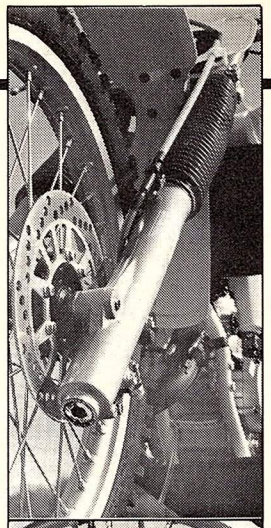
TELL ME NO LIES

Yamaha has given serious thought to the handlebars on the '88 bikes, and although they won't satisfy everybody (or even a majority), they are making steps in the right direction.

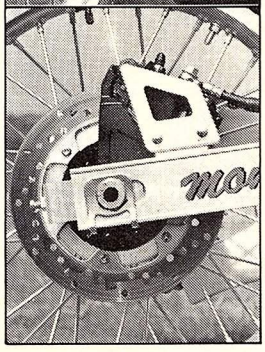
Shifting is a problem. It won't take full-throttle shifts without the clutch. On a bike with such a sensitive *shifting point*, the tranny could be less bulky. "Notchy" isn't the right word—it just doesn't want to do it. Luckily, if you slap the clutch at the peak of the rpm, the YZ will grab the next gear and keep pulling.

The biggest danger on the YZ125 is falling off the pipe at the shifting point. You cannot stretch second gear that extra 20 feet. You have to shift to third. It signs off with a *thud.* Dead air! No go!

Yamaha mounted a rear disc, but only half-heartedly tried to put an aluminum guard on it. Remove the eight-millimeter bolts that hold the guard on the swingarm, and replace them with dome-headed Phillips. This will save your ankles from serious contusions when your leg flies back. Also, hit the pointed rear tip of the aluminum guard with a hammer to bend it over. Less blood that way.



◄ The real thing: Kayaba cartridge forks give the Yamaha 125 a fighting chance in the suspension wars. With the light nature of the YZ125 front end, the 43mm forks work better than ever.



◄ Cookie cutter: The biggest improvement on the '88 YZ is the rear disc brake. It helps the suspension work better, stops the bike in a hurry and lets you go in deeper. The aluminum guard is bogus, though.

Kayaba 43mm cartridge forks grace the front of the YZ and work well. Spring rates are in the ballpark for most 125 riders, and damping is easily controlled with the compression clicker.

IS IT A REAL CONTENDER?

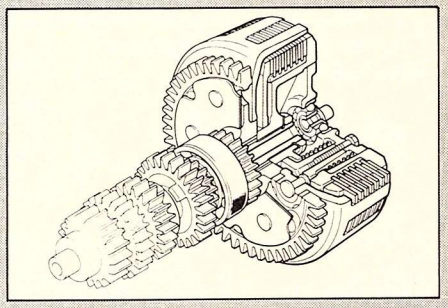
Yes! For 1988, Yamaha is producing the most competitive 125 since 1980. This bike can win races, and it doesn't take a back seat to any of the red, green or yellow bikes. Good low-end power, improved performance and excellent factory backup (in the form of Yamaha Support, *Wrench Reports* and dealer programs). □

SLIP-SLIDING AWAY

CLUTCH: BEEFED UP

• Yamaha's YZ125 clutch has been a nightmare over the last few years. Hop-up tuners and Yamaha Support riders spent many sleepless nights trying to find a fix for the Zed 125 clutch. It was grabby, non-responsive and, in many cases, stuck. The problems were many, and the solutions were largely backyard. Oil passages were drilled, the bushing was grooved, and springs from past Yamaha models were tried. There was some improvement, but the problem with the '87 clutch was never resolved.

Thankfully, for 1988, Yamaha totally revised the YZ125 clutch. The old bushing that caused so much grief has been replaced with a needle bearing. One friction plate has been added to bring the total up to seven, and an additional clutch spring was factored in. The extra spring is part of a six-spring combo that has less clutch pull than the previous five, but spreads the pressure more evenly across the hub. Definitely an improved clutch •



Black sheep: Over the last three years, the YZ125 clutch has been a dog. For '88 it went to obedience school. Now it works on command.

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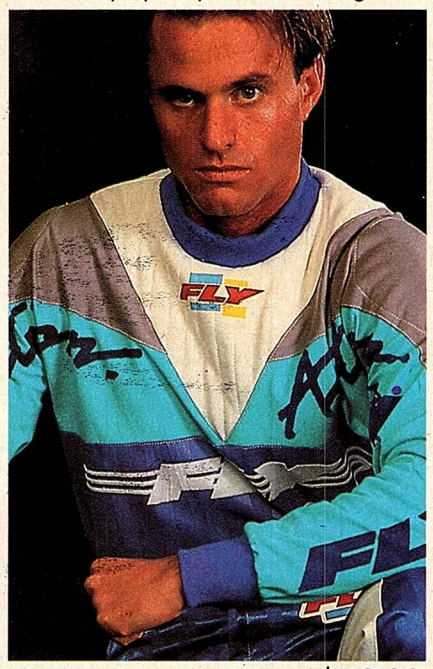

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◄ *Murderers' row: Keith Bowen (9), Rick Johnson (4), Eric Geboers (2), Jeff Stanton (27) and Corrado Maddii (22) hug the end of the gate, waiting for lever to be tripped at the World Series.*

SECOND GAME OF THE WORLD SERIES

JOHNSON HITS TRIPLE IN SECOND INNING

Johnson leads Yanks to victory

By Luc Verbeke

☐ Over the summer a group of promoters generated an idea to produce a melting pot series of motocross races that would pit the best of Europe against the best of America. It was to be called the World Series of Motocross. A lot of industry people gave it lip service in the beginning, but soon backed out of any solid commitment to the new combination Supercross/outdoor endeavor. European team managers decided they had nothing to gain by sending their riders up against the Americans. The Grand Prix gravy train was paying their salaries, and it had already been proven that if the Americans wiped the Euros off the motocross map, the Japanese factories were likely to completely pull out of Europe. Suzuki had already done it, and Honda had withdrawn works bikes last year after the American production-based team

Back in the pack: Tom Carson (17) leads Carlo Rinaldi (25), younger brother of Michele. Carson and the young Rinaldi finished 21 and 17, respectively.

Who's on third? Italy's Michele Fanton works the hometown advantage as he tries to keep up with the Americans. The World Series has provided the best trans-continental racing since the Trans-Am races of the '70s. ►

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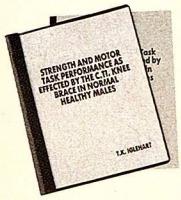
One Good Reason To Brace Yourself.

On the track or out on the trail, your knees are the most injury prone part of your body. The odds are against you from the start, so why chance it? Would you go riding without your helmet or boots? Well, it's time to think of injury prevention for your knees. The C.Ti. Knee brace was developed to do just that–prevent the knee injury common to off-road riders.

The C.Ti. brace is also effective in supporting and stabilizing previously injured knees, during and after rehabilitation.

Protection without sacrificing performance.

It's commonly believed a knee brace is cumbersome and restricts performance. True for most braces, but not the C.Ti.



Studies by independent researchers* concluded that the C.Ti. brace does not significantly affect athletic performance. It does not limit strength, agility, speed, or power.

Streamlined design allows normal feel between bike and rider.

With the patella cup in place the C.Ti. brace replaces the need for Knee/Shin guards. In fact, it provides superior impact protection. Once underway, there's no awkward or bulky feel between your knees and gas tank or seat. The feel is similar to that of normal Knee/Shin guards.

Constructed from aerospace materials.

C.Ti. stands for Carbon/Titanium. These are the major materials used in the brace's construction. The carbon fiber frame and titanium polycentric hinges are "State of the Art" materials known for their high strength and minimal weight qualities. The lightweight composition (under 1 lb.) and anatomical design reduces the chances of slippage, and allows the C.Ti. to be so light and comfortable you hardly notice having it on!

Athletes gain confidence with the C.Ti. brace.

Top riders like Jeff Ward, Rick Johnson and Broc Glover have found new confidence with the C.Ti. brace. Motocrossers are not the only athletes that rely on the C.Ti. for support. Athletes like Ken Margerum of the Chicago Bears, and Steve Mahre former U.S. ski team member and silver medalist in the 1984 Olympics, have depended on the C.Ti. brace to keep their knees injury free.

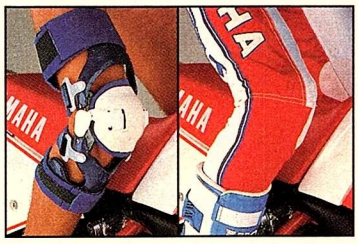
Patella Cup

Don't become another statistic.

Any serious knee injury could not only end the career of a promising rider, but limit the active sports oriented lifestyle most riders enjoy.

A C.Ti. brace can protect an already injured knee or, better yet, prevent a painful knee injury from ever happening.

Most who have experienced a serious knee injury would agree that 15 ounces of prevention is worth a lot more than the cure any day. There's no better time than now to brace yourself against knee injury.



C.T.I. BRACE

Physicians prescription required.

No knee brace can replace the need for physical therapy. Rehabilitation is the most natural way to restore an injured knee to its fullest capacity. If you're suffering from a knee injury or wish to avoid one through the use of a C.Ti. brace consult your physician first, or call Innovation Sports 1-800-222-4CTi. In California 1-800-331-5491.

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*Tammy K. Inglehart, 1985

Bleacher seats: Jeff Stanton (27) and Ross Pederson (10) duel in front of 15,000 Italian fans. Ross was top Yamaha, top Canadian and fourth overall in Maggiora.

Style for awhile: When you're winning, you have time to play to the crowd. Rick Johnson (4) spent a lot of time in Italy doing cross-ups on his Showa upside-down-forked CR250.

slaughtered the works-Honda-equipped Euros at the 1986 Motocross des Nations. American team members were in no better position to support the World Series. A very long American racing schedule that starts in late January and races almost every week until September gobbles up money in huge chunks. After a quick perusal of their budgets, the U.S. teams decided that pursuing glory in foreign lands was too expensive. The World Series itself was hampered by an inability to get American promoters to host rounds of the World Series (it needed American Supercross and outdoor events). It also needed start money for the leading contenders, air fare and, thus, a big-bucks sponsor. With the Euro teams opposed, the American teams financially strapped and the lack of an American venue, the outlook for the World Series was damaged.

BUT IT WASN'T CRIPPLED

Even though the World Series of Motocross wasn't getting super support from the industry, it found enthusiastic interest at several levels. Gerrit Wolsink signed up his successful Dutch Supercross; last year's Motocross des Nations track (Maggiora, Italy) wanted in; the famous Veronica Beach race grabbed a World Series sanction; Rick Johnson, Eric Geboers, Davy Strijbos and Georges Jobe agreed to race; and ESPN-TV in America, as well as Veronica-TV in Holland, linked up to provide television coverage.

The result? The World Series of Motocross got its start. True, it lacked David Thorpe, Jeff Ward and Ron Lechien, but it didn't need them, because it had secured the number one rider in the world—Rick Johnson. The consummate showman and the omnipotent force of motocross was the drawing card of the World Series of Motocross, and he didn't disappoint anyone!

ROUND TWO: MAGGIORA, ITALY

Rick Johnson increased his lead in the World Series of Motocross with a triple moto victory in the second round of the series. Johnson, who had won the first round in Nijmegen, Holland, with a brilliant come-from-behind Supercross ride, was no less spectacular in the rolling Italian countryside.

Rookie season: Ronnie Tichenor (18) is enjoying the fruits of his first big year. Tichenor was consistent with 9-8-8 scores. The only Euros to beat Ronnie were Strijbos, Geboers and Rinaldi. All three have World Championships to their credit.

In the first moto, Rick had to come through the pack after getting a 12th-place start. Micky Dymond, riding out the last days of his Honda contract before jumping to Yamaha, held the lead in the first moto until the halfway point, when Eric Geboers took over. Johnson sliced through the international field to catch the Belgian 250 World Champion on the last lap, and he passed him within sight of the finish line. The Italian *tifosi* went wild. Once a rider wins the hearts of the Italian fans with bravery or skill, they adore him. Rick is adored in Italy.

WORLD SERIES

In the second moto, Geboers, Johnson and Dymond set up a Honda freight train for the first three laps. Geboers put up a titanic struggle to hold onto the lead but, Johnson prevailed on lap three. Micky Dymond zapped Geboers on the last lap to secure second place when the Belgian made a small miscue. The second moto was a Honda rout.

THE DECISIVE THIRD MOTO

At the start of the third moto, Geboers was taken out by wild-riding Maurizio Dolce at the bottom of a Maggiora downhill. By the time Eric got his bike untangled, Rick Johnson was taking a cakewalk over the international field. Dymond was a secure fourth place behind Davy Strijbos and Michele Rinaldi, but Mick crashed and dropped back to ninth.

Geboers' and Dymond's crashes allowed Davy Strijbos to grab second overall. The Dutch rider, who rode to fame as the youngest rider ever to win a Grand Prix, had gone 6-4-2 to nip Micky's 3-3-9.

WORLD SERIES STANDINGS

Rick Johnson won rounds one and two but is skipping round three to race the All-Japan Grand Prix on the same day as the third round of the World Series at Scheveningen Beach in Holland. Eric Geboers will probably grab the World Series points lead, but will he hold it? □

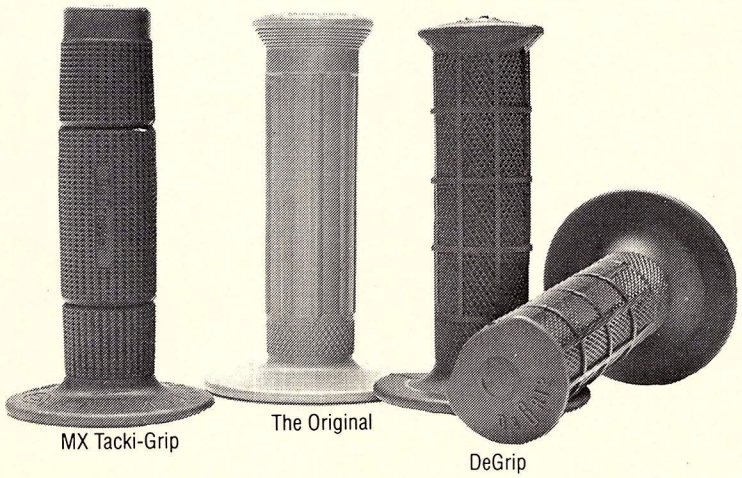
Tinkers to Evers to Chance: Keith Bowen sits in the trunk of a rent-a-car while Ross Pederson straps on his knee brace. Ron Tichenor and buddy Jeff Stanton kibitz from the hood before the start of the second round of the World Series.

RESULTS: WORLD SERIES OF MOTOCROSS
Italy

1.	Rick Johnson (Hon)	USA
2.	Davy Strijbos (Cag)	Hol
3.	Micky Dymond (Hon)	USA
4.	Ross Pederson (Yam)	Can
5.	Michele Rinaldi (Suz)	Ita
6.	Eric Geboers (Hon)	Bel
7.	Ron Tichenor (Suz)	USA
8.	Andrea Bartolini (Suz)	Ita
9.	Corrado Maddii (Hon)	Ita
10.	Peter Dirkx (Hon)	Bel

STANDINGS: WORLD SERIES OF MOTOCROSS
(after two of seven events)

1.	Rick Johnson	108
2.	Eric Geboers	88
3.	Davy Strijbos	76
4.	Micky Dymond	74
5.	Peter Dirkx	68
6.	Keith Bowen	66
7.	Tyson Vohland	46
8.	Rick Ryan	42
8.	Ross Pederson	42
10.	Michele Rinaldi	40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CR250	1981, 83-87	4.92
CR250	1982	6.34
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CR250	1984-87	19.95
CR500	1984-87	19.95

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CR125	1981-82	9.95
CR125	1983-86	11.95
CR125	1987	19.95
CR250	1981-82	9.95
CR250	1983	11.95
CR250	1984-86	11.95
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CR500	1987	19.95

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CR125	1986-87	6.12
CR250	1981-85	8.16
CR250	1986-87	6.12
CR500	1984-85	8.16
CR500	1986-87	6.12

SWING ARM BEARING SPACERS

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CR125	1982-84	7.95
CR125	1985-87	8.50
CR250	1981	11.00
CR250	1982-84	7.95
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CR125	1981-82	10.44
CR125	1983-87	6.10
CR250	1981-82	10.44
CR250	1983-87	6.10
CR500	1984-87	6.10

CLUTCH LEVERS

CR80	1980-81	$5.40
CR80	1982	6.10
CR80	1983-87	6.10
CR125	1981-82	6.10
CR125	1983-87	6.10
CR250	1981-82	10.54
CR250	1983-87	6.10
CR500	1984-87	6.10

REAR BRAKE LEVERS

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CR80	1983-87	9.85
CR125	1981-82	28.08
CR125	1983-87	38.99
CR250	1981-83	39.79
CR250	1982	44.23
CR250	1984-87	36.30
CR500	1984-87	36.30

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CR80	1982	12.65
CR80	1983-87	19.95
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CR250	1983-87	26.60
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CR500	1984-87	9.56

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CR80	1984-87	6.20
CR125	1981-84	7.26
CR125	1985-87	6.58
CR250	1981, 83-84	8.13
CR250	1982, 85-87	7.26
CR500	1984	8.13
CR500	1985-87	7.26

CLUTCH CABLES

CR80	1980-82	$7.25
CR80	1983-87	5.85
CR125	1981-84	8.34
CR125	1985-87	7.20
CR250	1981-82	8.38
CR250	1983-84	7.46
CR250	1985-87	6.71
CR500	1984	7.46
CR500	1985-87	6.71

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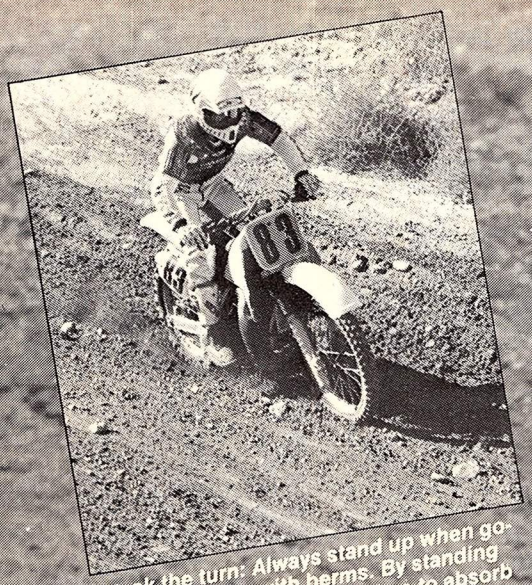
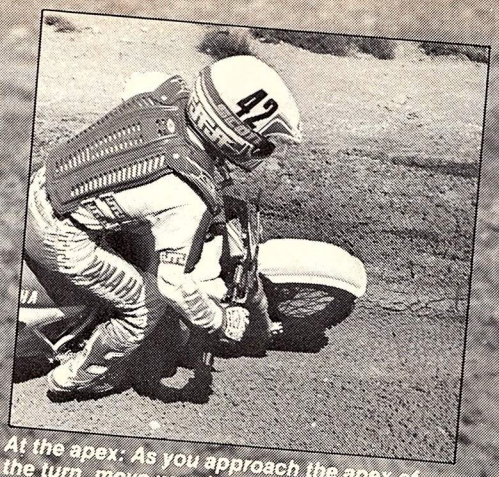


Attack the turn: Always stand up when going into corners with berms. By standing up, your rear suspension is free to absorb the bumps, and you are better able to adapt to the changing attitudes of the machine.

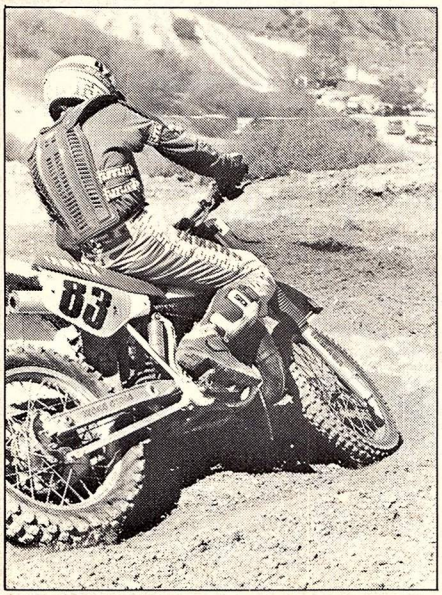


At the apex: As you approach the apex of the turn, move your body forward like 500cc National Amateur Champion Craig Davis is doing. Craig is still standing, even though his bike is beginning to turn and his elbows are up.

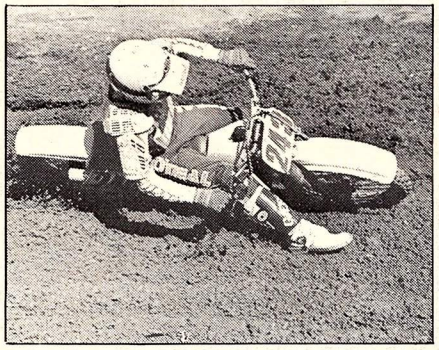
Stand, sit and lean forward: As Craig blasts into the berm, he sits on the front of the seat, puts his inside leg out, outside elbow up and gets his head directly over the triple clamps. This is good form. ►

HOW NOT TO DO IT

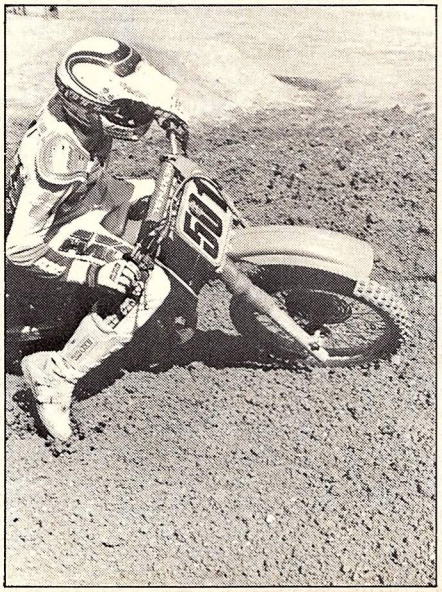
4 BASIC CORNERING MISTAKES



◄ Bad elbow: Keep your outside elbow up. Do not let it droop or tuck into your side. Craig Davis should lean farther forward and lift his outside elbow higher.



Bad posture: Don't lean back when coming out of berms. This rider has let his upper body fall away from the front of the bike. As soon as you raise your body up, you risk having the front end lift over the berm.



TURN LEFT TO GO LEFT

HOW TO CORNER LIKE A PRO

It's all in the head, elbow & knee

☐ What would you say if a famous motocross star told you he could make you turn faster, better and with more control—in ten minutes?! You'd jump at the chance. Well, here's your opportunity to get the tips of the Pros. The keys to proper cornering revolve more around proper body position than how hard you wick the throttle on. The *MXA* wrecking crew asked America's top motocrossers to analyze 500cc National Amateur Champion Craig Davis' cornering style, give him advice and watch his competition in action. Here are the top tips on how to corner like a Pro.

◄ Break a leg: Never, never, never let your inside leg get behind the front of the bike. The proper leg position is out by the front wheel, but not touching the ground. If you get twisted like this, you risk major injury.

Slide forward: Jeff Mabery shows almost perfect form; his elbow is up, leg out and upper body forward, but he is sitting too far back. Remember, your head should be over the triple clamps.

JEFF WARD TELLS

5 TIPS FOR CORNERING SUCCESS

• 1. Stand up, keeping your bike and body straight when going through the braking bumps. Drag the rear brake a bit to load the suspension. This will help keep the bike tracking in a straight line.

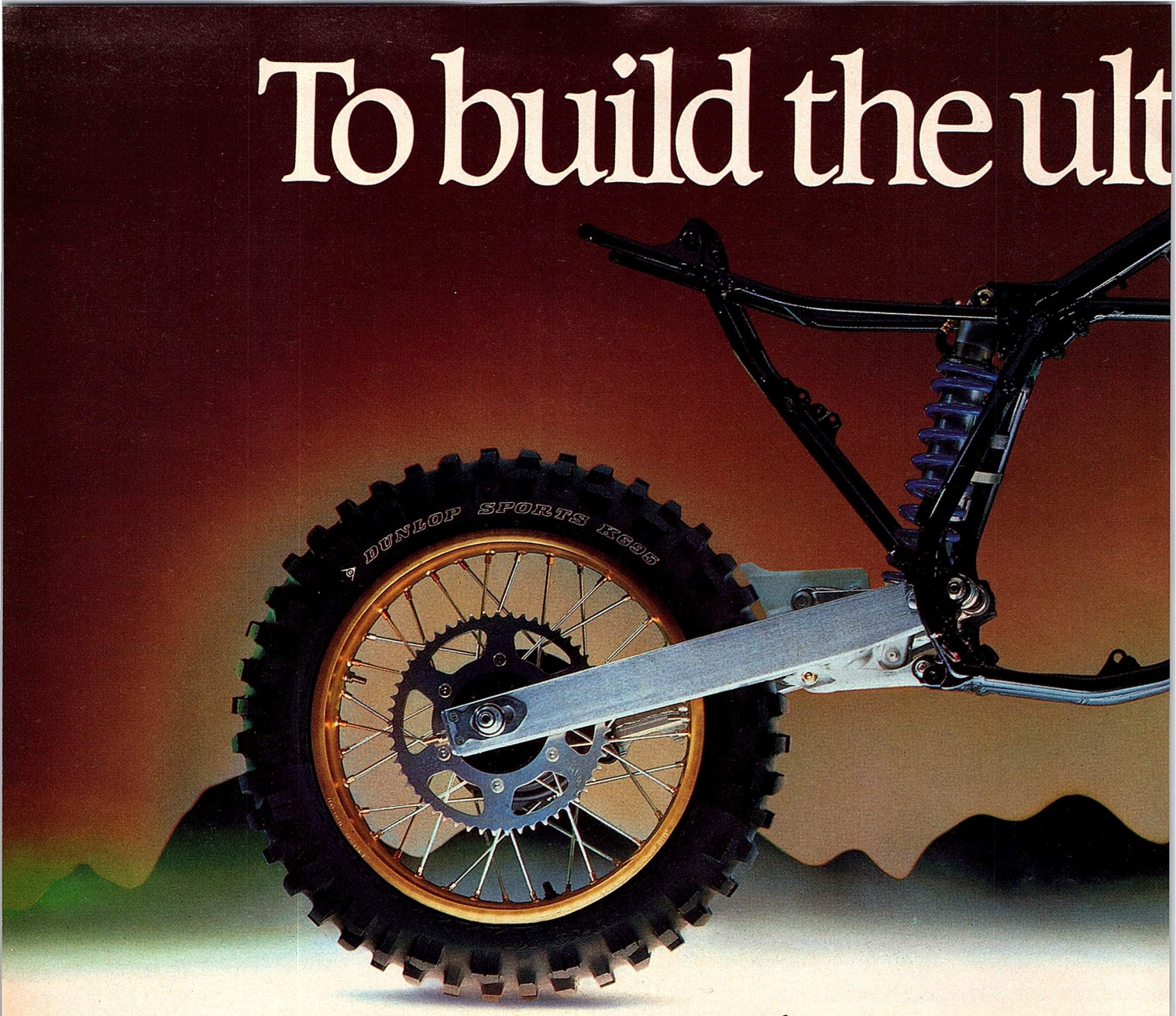
2. Lean back and use the front brake once you're over the braking bumps and into the first part of the turn.

3. Sit down and slide forward with the inside leg out. Lighten up the rear end and let it slide out.

4. Evenly roll on the throttle to maintain control. Don't just drop the clutch, because the rear end will slide out too far.

5. Exit the turn with your body positioned far back on the seat. Tightly squeeze the tank with your knees to help steer on tacky terrain. On slick terrain keep your body in the middle of the bike to help control sliding. Keep the rear wheel slightly spinning for additional control of sliding and highsiding. • ☐

To build the ult



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– Rick Johnson, 1987 250cc National Champion

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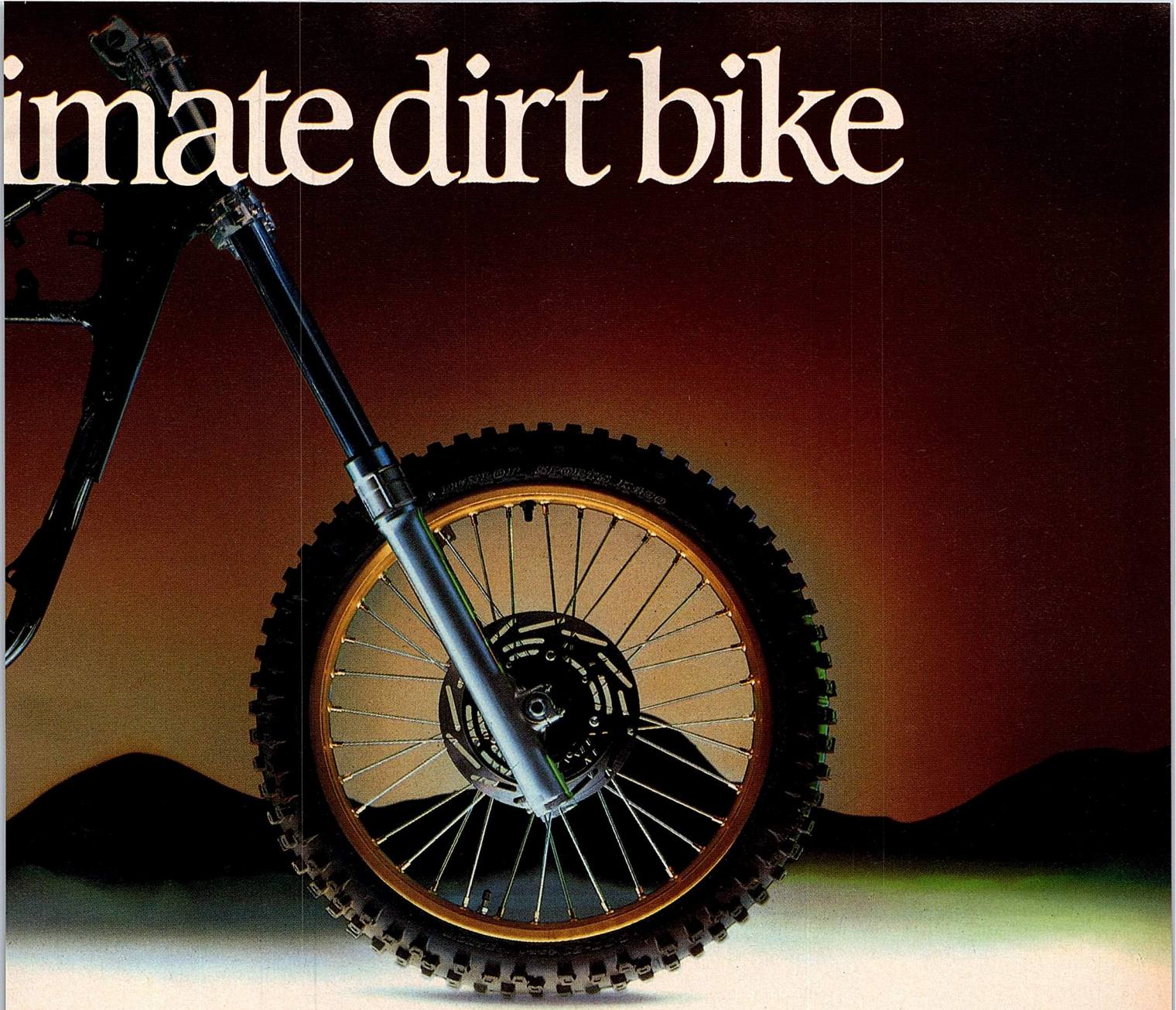

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– Kevin Hines, Team KTM Enduro Rider

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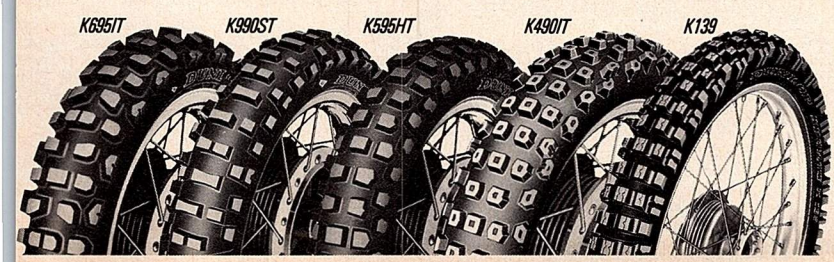

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O'NEAL
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1988 KAWASAKI KX80

A conversation with Mr. Mini

☐ Kawasaki's success in the minicycle class has been a Horatio Alger story. From the poor, underpowered, mellow mini bike of the late '70s to the all-powerful, omnipotent mini tycoon of the early '80s, Kawasaki has seen its fortunes made in the 83cc Class. Success often breeds more success, but for Kawasaki the marvelous minis of the early '80s bred contempt by 1986. After the '85 KX80, the green team forgot how to do it. The 1986 and '87 KX80s were raceable, ridable and trick, but they weren't world beaters.

Making it to the top is hard. Staying there is doubly difficult. Kawasaki has lost ground in the last two years. For 1988 it is on the road back. The KX80 is a classic "rags to riches to rags to riches" story.

To test the 1988 KX80, the *MXA* wrecking crew whipped the 82cc, 48.0 mm by 45.8mm bore and stroke, water-cooled two-stroke into a frenzy. Each test rider listed his wants, wishes, likes and dislikes, and then we called upon the country's top Kawasaki mini tuner, Dave Miller of DMC, for a hard-core question-and-answer period. Tester questions and tuner answers!

THE THIRD DEGREE

MXA: *Dave, what do you think of the 1988 KX80 motor?*

DMC: It's an impressive comeback for Kawasaki. It has more bottom than last year's (but not more than the '85 KX80), great mid-range and fairly good top end. Overall, the engine is pretty good; not yet as potent as the CR80R, but you can buy it, race it and like it. It's definitely competitive.

MXA: *The bottom's better, but why?*

DMC: First off, the port timing and cylinder head are basically the same. Between the reeds, Keihin carb and ignition, some gains are made. The reeds are similar to the '85 style. There are two big petals on each side. This system is more temperamental regarding reed thickness and life span, but it works better. If you feel the engine getting boggy or backfiring in typical Kawasaki fashion after about six months, you have to look at the reeds.

Ignition changes include more advance at low rpm and less retard on top. It makes better low end.

A 28mm Keihin replaces the Mikuni. We have used these carbs before, and they improve low to mid. It gives the KX80 more jolt.

MXA: *We ran reeds and carbs on our '87 KX80, and it didn't improve the stock engine that much. What else is there?*

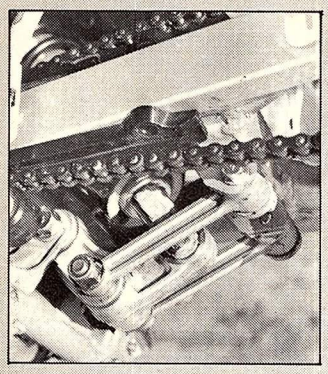
DMC: The pipe. It has taken a huge leap upward in diameter. This year the pipe is a big-volume unit. It's long and fat with plenty of taper. I've never seen a production pipe this drastic. It works on the stock cylinder.

MXA: *In 1987 the KX80s had some reliability problems. Are these fixed?*

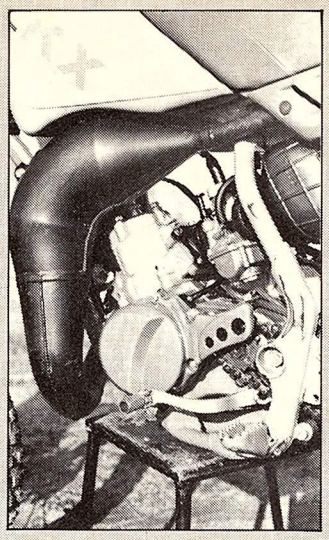
DMC: The biggest defect last year was in the exhaust port. They increased the port size, which always leads to potential ring problems. Additionally, the transfer ports had funky shapes. We had some engines that lasted only 20 minutes before the ring got filed away in the exhaust port. This year, Kawasaki shrank everything. There is more space between the radical things and there is increased reliability. Kawasaki even put in a DMC-style boost port and modeled the KX80 after the KX125 cylinder. Engine and ring life should be vastly improved.

◄ Bike for Boy Scouts: The 1988 Kawasaki KX80 is trustworthy and loyal to its owner. Despite a few minor flaws, most mini KX riders will find themselves turning better lap times, thanks to the smoother '88 powerband.

KX80

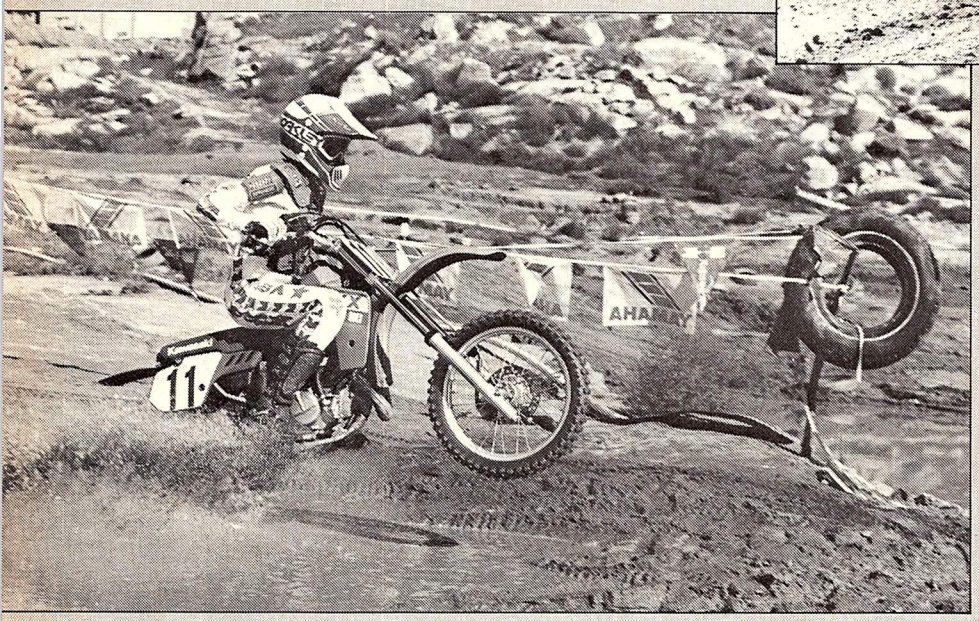


Something old, something new: Although the internals of the '88 shock are interchangeable with the '87 version, the linkage on the Uni-Trak suspension system is an improvement. The different ratio on the rocker and new pull rods make for a plush ride at most speeds.



Bigger than a breadbox? The huge diameter of the production pipe looks odd, but it works well with the stock cylinder. Straight intake and exhaust tracks allow the KX80 to breathe easier, adding more bottom end than last year's model.

Up, up and away: KX80 used to pull irritatingly to one side while in the air. This year's stiffer, tubular frame flies straighter.



Our biggest complaint: The air-adjustable forks still don't work. If you weigh more than 100 pounds, you'll probably need better valving and stiffer springs.

Kawasaki also shrank the cylinder castings for '88, but I think it might have made a mistake here. During our testing, we noticed that the engine ran harder in the first five minutes and then slowed down a little. The new small casting might be a little short on water jacket. It's nothing to freak out about, but more water may have been better.

MXA: *The new motor is improved, especially on the bottom and midrange, but we were most impressed with the bike's handling. It got better, too?*

DMC: The new frame is definitely better, and the handling is totally different from past efforts. It is nothing like the KX80 of last year. It slides now, and it never did that before. It's also a total railer. You can ride the '88 model by staying directly over the center of the bike, instead of hanging off the back on the straights and sitting on the tank in the turns.

The front end is very sticky. It really turns sharp. Jumping is good. The bikes used to pull off to one side in the air, and KX riders were always correcting the bike in the air. But for '88 it flies straight and true.

The best part is that it takes acceleration much better than in the past.

MXA: *Tell us about it! It used to swap under a drive, and the vibration was intense. Where did all that vibration go?*

DMC: Isn't it funny how the square-tube frame disappeared overnight?

MXA: *Was the square tubing a problem?*

DMC: No, but the '88 frame is much more rigid because of the stamped-steel gussets around the swingarm pivot. There is less flex in the chassis, and the result is less vibration and more stability, and the bike feels as though you can steer it with the rear wheel under drive.

MXA: *We snap a lot of KX frames. Is this one better?*

DMC: It's stiffer and more rigid, but I'm not a believer in the new, one-sided removable subframe. It's a questionable move. When you crash, you rip apart the rear of the bike.

And we know that the coil mounts fall off. Mine did! If you start going through plugs and your engine starts missing, you should check the coil. It might just be hanging there.

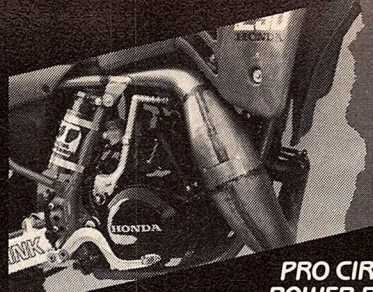
MXA: *Shock performance was improved. Is the new piggyback shock that much better?*

DMC: What Kawasaki did was to produce a piggyback shock that's identical to last year's shock. The shaft and everything just slide right into this year's shock. It's identical.

MXA: *But it doesn't work anywhere near as bad as last year?*

DMC: They used the same shock, but they changed the linkage. The pull rods and ratio on the rocker are different. The shock is exceptionally free-moving at low speeds. Over small-to-medium-sized bumps, there are few problems with the stock shock. The plushness at the beginning of the stroke is lost at high speed and on big bumps. It is a

White Brothers SERIOUS SUSPENSION



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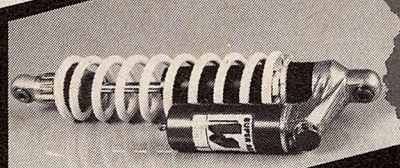

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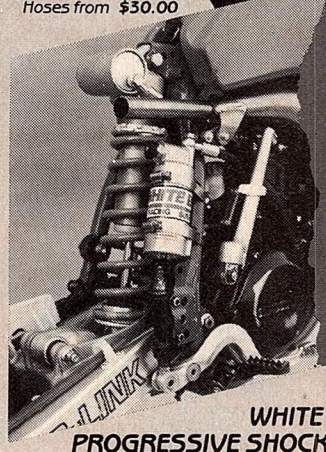

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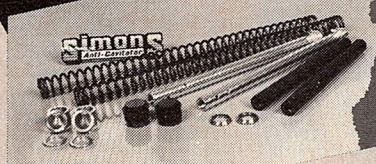

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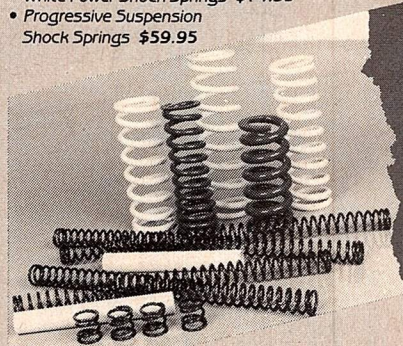

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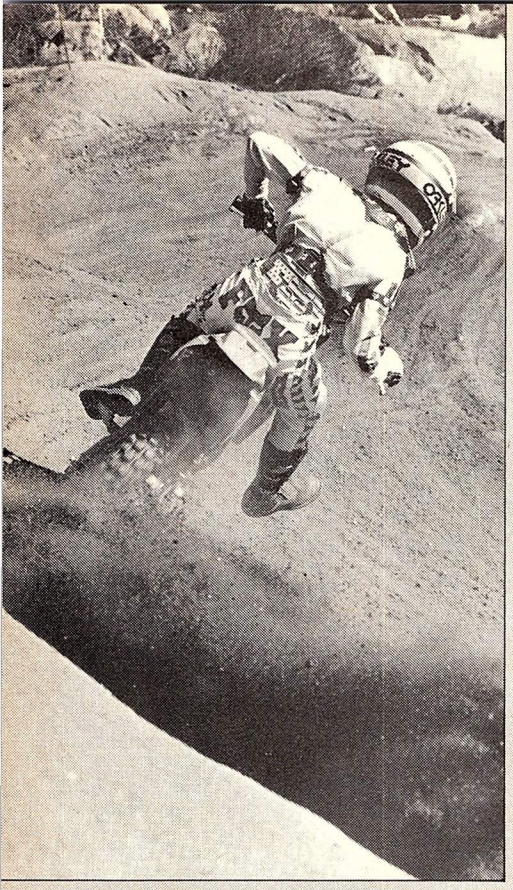

Slides like a sled on snow: The new beefed-up frame helps eliminate vibration and adds stability. It slides this year, and you don't have to hang your body out to make the suspension work for you.

KX80

one-washer shock, and that produces some harshness. The range of riders who will fit the shock is very narrow.

MXA: *Would it suit a Junior rider?*

DMC: Yes, a Junior rider would be at ease on it. However, it might be a little notchy for a kid who rides more by the seat of his pants than with the throttle.

MXA: *Intermediate?*

DMC: He's going to be able to use the shock. It should make him faster than last year's shock. Pros will like the shock as much as Intermediates until they start to push it. It will start bottoming. Then it will fade in stock trim.

MXA: *Is it better than last year's shock? We think so. Do you?*

DMC: Last year's shock had an even narrower range. No fast guys liked it. The '87 shock was choppy on the bottom, super-stiff and sometimes bottomed. It was harsh all the way through.

This year it's a good shock. The feel is a lot plusher. There is less chain-torque feel, and the shock wants to keep working when it's loaded. Best of all, brake chatter has been all but eliminated.

MXA: *Why can't Kawasaki build big, decent forks for the KX80? What went wrong this year?*

DMC: The same old thing—same damper, same problems. They are totally sticky. They don't even want to slide up and down. It takes about 20 hours of break-in to get rid of the stiction.

A 100-pound-or-less Novice rider will love the forks. Everybody else will need better valving and stiffer springs. These are not advanced forks. After about 20 feet of riding, they drop six inches and stay there. The problems are too-soft springs, not enough compression, and once you up the spring rate, the rebound will be too light.

MXA: *What are the worst aspects of the '88 KX80?*

DMC: Kawasaki needs to improve its fork action. This has been a KX problem for as long as I can remember. Power is good and hardly worth complaining about, but it needs to be more brutal off the bottom if it wants to run with the CR80 out of turns. The worst thing on the '88 KX80 is the seat foam. That stuff is garbage. You feel as though you are sitting on the base all the time.

MXA: *The best aspect?*

DMC: It's a super lap-time bike. It makes riding around a motocross track easier. Even with its flaws, you can trust the KX80. It hooks up smoothly and lets you pull into the powerband. It's competitive, will win races and is the best KX80 in years. □

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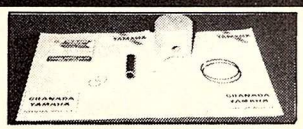

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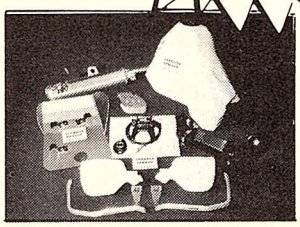

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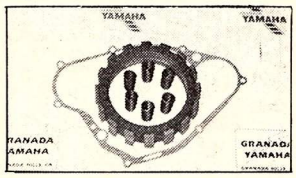

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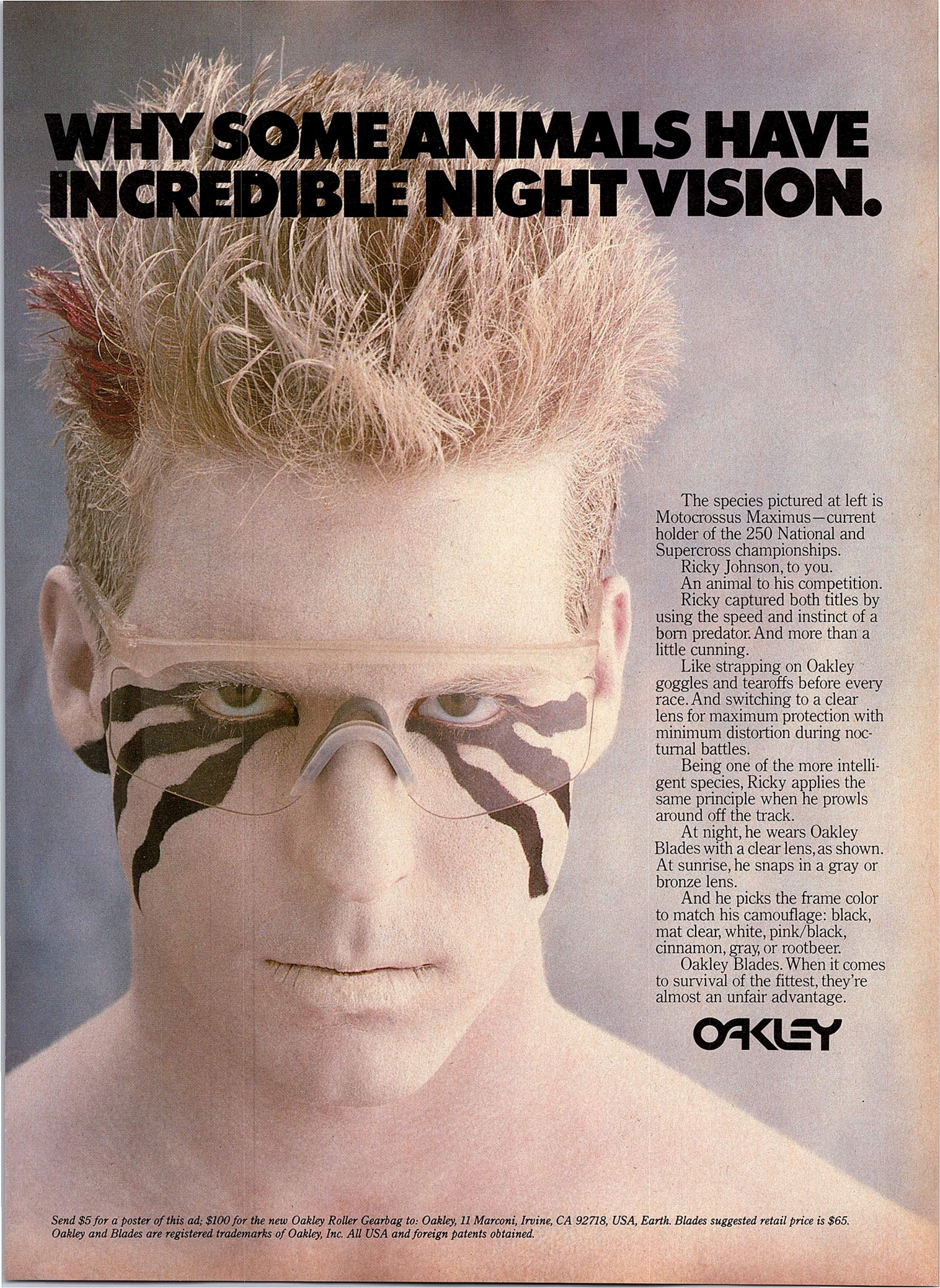
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The species pictured at left is Motocrossus Maximus—current holder of the 250 National and Supercross championships.
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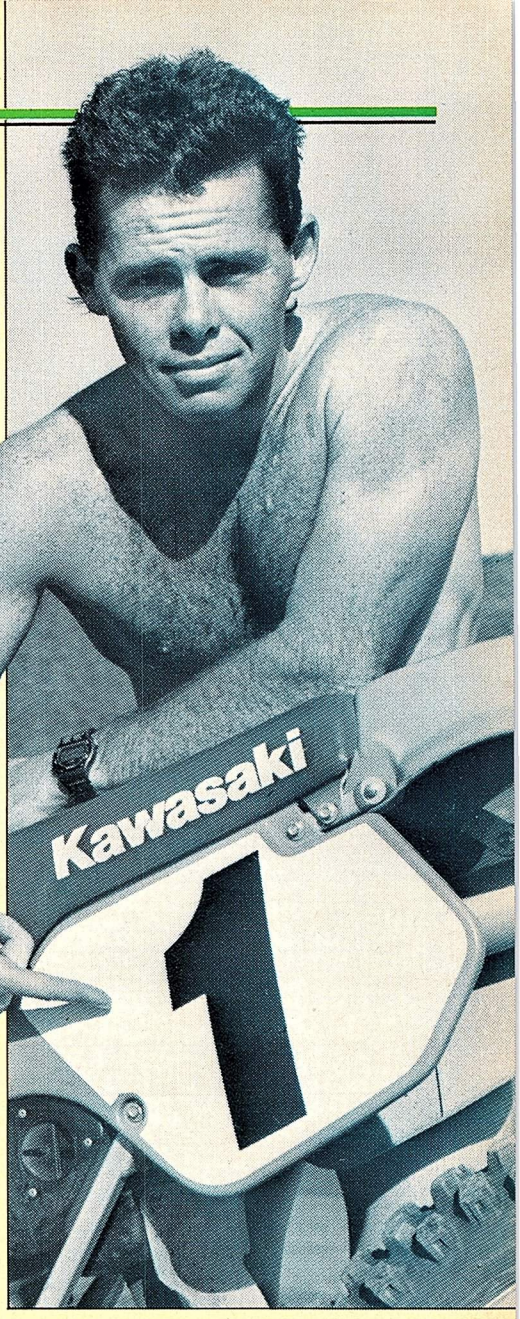
JEFF WARD: THE WHOLE TRUTH

From broken ankles to the Supercross Championship with stops in between

By Todd Smith



On his first year as a Pro: "Usually, I got lapped and had to fight to stay out of last place. I knew I'd make it, but I knew it would take a lot of time."

☐ When people think of Jeff Ward, they think of a motocross star at the pinnacle of success. Yet for Jeff Ward it was not always that way. Although Jeff was a young minicycle hotshoe, he had to struggle for many years to attain such heights as a professional. The big bucks and glamour of a factory ride were earned through great determination and effort.

Jeff Ward turned Pro in 1978 to compete for the 125 National Championship. Where once Jeff was able to roost to victory in the minis, he soon found himself lapped and fighting to gain points. Many doubted that the diminutive native of Mission Viejo, California, would succeed in making the top ten, let alone win the 125 Championship. Jeff plugged away and finished his first year a distant, yet respectable, seventh in the point standings.

Nine years have passed since Jeff first threw a leg over a 125. In that time he has completely eliminated any doubts that he could win. Jeff has to his credit the 1984 125 Championship, the 1985 250 Championship, and the 1985 and '87 Supercross Championships. In addition, he has also won Supercrosses in Europe and been a member of two winning Motocross des Nations teams. Although Jeff Ward is now internationally regarded for his riding ability, he has gained even more respect for his professional attitude toward the sport, both on and off the track.

MXA: *The year 1987 wasn't a typical Jeff Ward year. What did you think of it?*

Jeff: It wasn't what I wanted or expected. I trained very hard during the off-season and was going strong until I broke my ankle at the San Diego Supercross.

MXA: *How bad was the injury? Did it ever get better?*

Jeff: No, it never really got better. After the injury, I underwent five days of virtually nonstop therapy and raced on it the following Sunday in Miami, Florida. I just tried to ride and do my best until we had a break, which was after Daytona.

I went in for surgery after Daytona. The break was originally straight across, but when they drilled to put in a screw, the bone shattered. They had to cut the ligaments and remove the bone chips. Pinning it would have solved all the problems, because it would have healed real fast, and they could have taken out the pin at the end of the year. Now it is healed, but it is weak and a mess.

MXA: *So, how were you able to ride?*

Jeff: At first I used an air cast, which is basically an inflatable brace and cushion. I used that in Miami, but found that the constant pressure was worse than taking a chance and hitting it once in a while. The pain was an on-again, off-again thing. Sometimes I'd hit it just right, or wrong (laughs), and the pain would be unbearable. I wouldn't be able to ride for a lap or two.

MXA: *How did it affect your riding?*

Jeff: It slowed me down (laughs). The aggressiveness was gone. The hangin' it out was certainly gone. I became very precise; I didn't attack. One of the problems was that when I was leading a race, I would get too confident and forget about my ankle. When I was doing everything right, there was no pain, so I'd get too aggressive and case it over a jump or in the whoops.

MXA: *Yet you still managed to win the Supercross title.*

Jeff: The stadiums are different from outdoors, because it is primarily timing. Outdoors you have to hang it out; in the stadiums you don't, because you have to make jumps. The smoother you do things, the faster you go. Fight the bike and you're done. Outdoors you have to dive into and slap berms, and I just couldn't afford to do that.

MXA: *Next came the 500 Class. Tell us about that.*

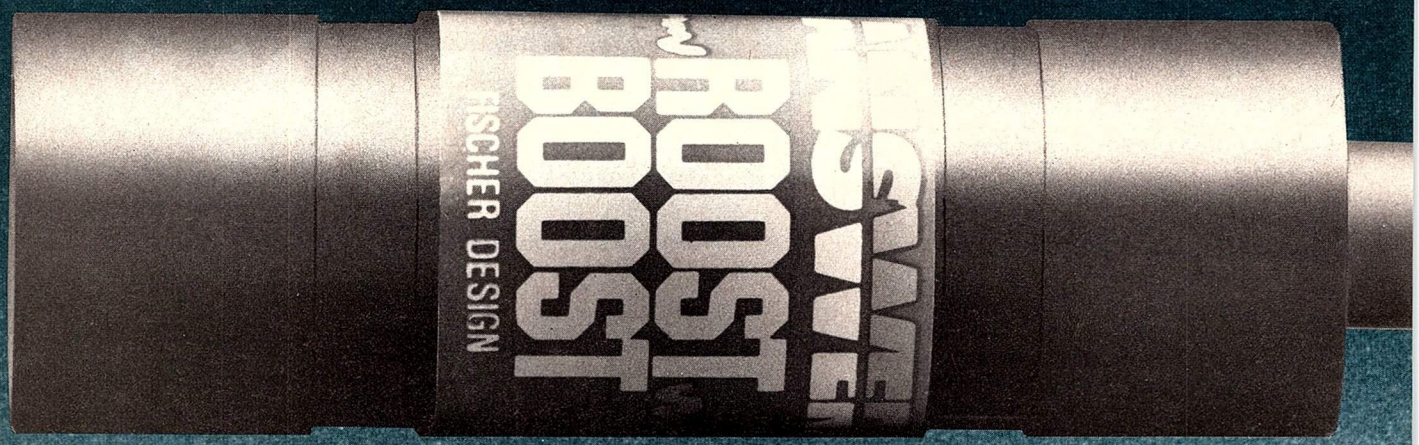
Jeff: Going into the 500s I was fine. My ankle was still sore, but the style of riding a 500 is different. Everything is slower in the turns, almost slow motion compared with racing the other bikes. I felt I had a good shot at the 500 title.

Then I crashed at the second round at Red Bud, Minnesota. It was on the third lap of practice, and I came up to set of doubles. I wasn't going to jump them, but the crowd was cheering, so I hit fourth gear and started tappin' it. I was about five feet from it when the bike blubbered and popped. The crank had twisted, which threw off the ignition, and then it locked and dove.

I pushed off and jumped through; I cleared the jump by about ten feet. I thought I'd be able to hit and roll, but I hit on my feet. In the air, I was thinking, *My ankles are in trouble.* Fortunately, when I hit I landed in mud. My feet went out from underneath me, and I landed on my butt. I got up and knew I was hurt, so I walked around, hoping it would go away.

◄ Past, present and future: Few riders besides Jeff Ward have been so successful at different stages in motocross history. Jeff was a legend at ten years old, won his first AMA Championship in 1984 at the age of 23, and still has many championships to win in the future.

NO PAIN GAIN



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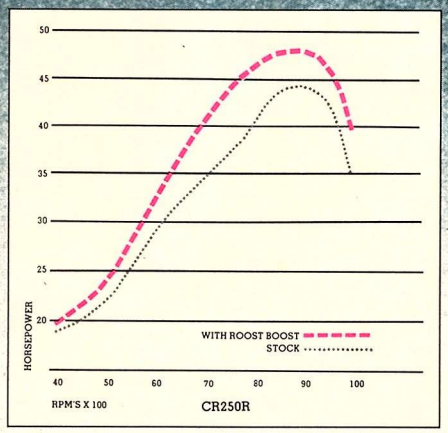

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JEFF WARD

I got back to the pits and sat on a block of ice until the start of the first moto. I knew my tail bone was cracked, but I thought maybe I could make it through the day. I holeshot the moto and led for about 20 minutes, but my arms pumped from holding myself up. I sat down twice, but the pain was too much. I finished second and was happy with that. In the second moto I got into a pileup in the second turn. I didn't crash, but I felt my ribs pop when I hit them on the bars. I did a lot of therapy during the week before the Axton National, and my tail bone and ribs felt pretty good. I holeshot the first moto, but then I torqued the bars into my ribs in a turn and crashed. I tried to pick up the bike, but it hurt too much, so that was the end of that day. It was pretty much the end of my chance at a 500 title. It was kind of a bummer.

MXA: *What do you think of the proposal to ban 500s?*

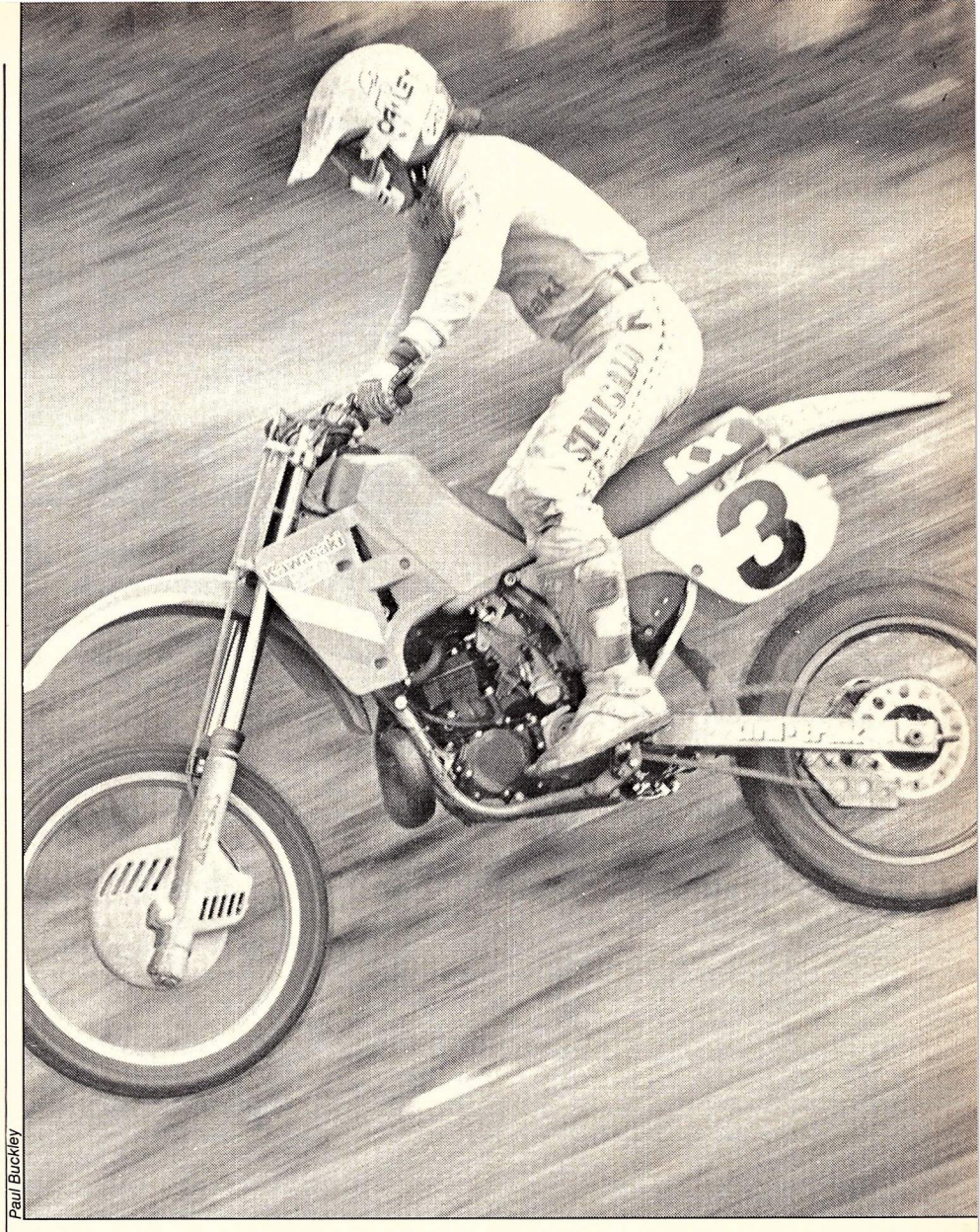
Jeff: I don't think they should. Then we would end up racing twelve 250 Nationals, and it wouldn't be as exciting. People would lose interest. The way it is now, there is a change of pace in the middle of the season. That change works well for the fans, the media and the riders. It is like starting a whole new season; different things can happen.

The exciting aspect about a 500 is watching those bikes take off from the line—they sound unreal. The spectators are in awe when a guy goes up a hill grabbing a handful and the ground shakes. Almost anyone can ride a 125 or 250, but there aren't too many who can ride a 500 fast. It is such a handful! I think the spectators appreciate that. The other thing is that when guys like Rick and I finally go to Europe, we will race the 500 Class. If they ban it, we won't have much of a chance when we haven't ridden them. We would be handicapped.

MXA: *Would you like to see a new sanctioning body?*

Jeff: I don't know. I don't think the AMA really thinks about what it is doing. It just likes to make rules. We need someone who will work with us. The AMA needs to stop butting heads with every idea that comes up. If it isn't theirs, they don't want it.

I'm sure the riders, promoters and factories could get together, and we could have some of the best races, tracks and organization. It seems as though the AMA goes out of its way to make things difficult. The schedule is a joke; mechanics and privateers have to drive back and forth all over the country. It could be so much easier. I guess the AMA needs some kind of conflict so it won't feel left out, and to make their presence and power known. We need to do something real quick, because the AMA is going to kill the sport on a professional level.



Paul Buckley

On riding injured: "I got back in the pits and sat on a block of ice until the start of the first moto. I knew my tail bone was cracked, but I thought I could make it through the day."

If everyone would get together, something could be worked out. There definitely are sponsors out there, and they want television, so I don't see what the problem is. I mean, look at TV now, they have sports galore. A lot of it is specialized stuff and it's boring. Motocross is much more exciting than a lot of the stuff on TV, but those other sports have people and advertisers that will pay, so it is on. We have people who would pay, too, but no one is making an attempt to tap into them! There is definitely a market, and once it gets rolling, things will change. The more TV coverage an event receives, the more likely it is that people will start coming to the races, especially Supercross; they will be able to sell out any stadium! When that happens, the purses will increase, and it will be worth racing. When people race for $50,000, other people will be interested in seeing who gets it! Hopefully, it will come around. I just hope I'm here to see it.

MXA: *How much do you make from a given event?*

Jeff: The biggest payday is Daytona, which is about $5500. An average Supercross is about $1500, except for Anaheim. I made $2000 for winning there. I'd like to know where all the money goes. The problem is, they pay everybody for just showing up. The other problem is, no one (local Pros) wants to race a Supercross anymore. The tracks are way too tough for the average local Pro. Why should they come out and risk their necks, as well as be embarrassed? The only way to have a chance, is to jump. There are a lot of fast, talented guys who don't race Supercross because their speed and talent isn't in jumping higher than a house. That is why Rick and I can come from last place and win a race, because we can pass a bunch of guys on one of those insane jumps.

MXA: *What needs to be done to fix the problem?*

Jeff: They will be able to pay higher purses when more people come to the races. More people will come when there is

JEFF WARD

real racing, when a bunch of fast guys are dicing back and forth, and not just jumping around.

MXA: *Do we need an FIM-type rule where only tabletops are allowed?*

Jeff: Yes, but they also need to make sure the tabletops are safe. We had some that were way too steep, and riders ended up landing past the jump. They were actually tougher than a lot of doubles.

MXA: *Could you build a good, competitive Supercross track?*

Jeff: Not with a tractor (laughs). Yeah, I think with all the experience I've had racing, I could come up with something. The problem is, the promoters won't let you do what is right and safe and competitive. Look at John Savitski, he builds good tracks, but the promoter won't let him build them the way he wants.

MXA: *What was the worst Supercross track you rode on this year?*

Jeff: I'd say Phoenix, Arizona, definitely Phoenix. The L.A. Coliseum wasn't that good, either. It was probably the stupidest, because it was just one line, single file. Every year it is the same. The best track was at Houston, because there was more than one line and you could race. The best track at the Coliseum was the year when the start was down at the tunnel and they had that long front straight, a big turn and some jumps. Then you went straight up the peristyle, instead of turning at the bottom. It was back when Bell and those guys were going fast.

MXA: *Back when you led and didn't win?*

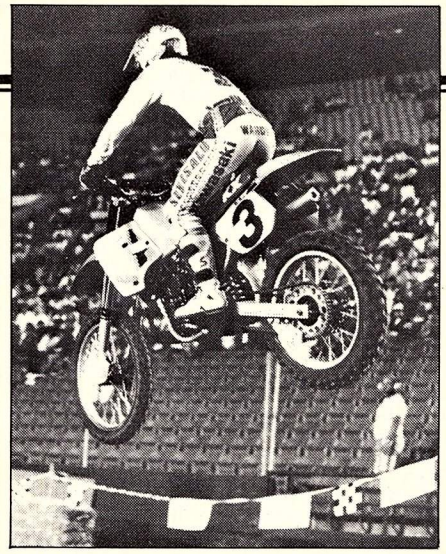
Jeff: Yeah, when I led for 15 laps and then got passed by Mosier and Barnett and Bell. That was the second time I raced a stadium!

MXA: *Tell us about your first year as a Pro. Did you think you'd make it?*

Jeff: Yeah, I knew I'd make it, but I knew it would take a lot of time, because I had a lot of growing to do. I was only four feet, 11 inches and about 95 pounds. Now I'm five feet, seven inches, 155 pounds and a lot stronger. My first year was 1978, and I holeshot just about everything on my FMF Suzuki. Unfortunately, I usually got lapped and had to fight to stay out of last place.

MXA: *What was that about 140cc?*

Jeff: Yeah, probably (laughs), it was a rocket ship! That was the year they wouldn't let me ride the National at Atlanta, Georgia. I was seventh in the standings, but I was a Junior Pro without any ranking points. I went testing with Yamaha and got to sign-up about an hour before it closed, but that was when they had a first-come, first-serve deal, and I was the only one to get bumped. They went through qualifiers, got to the Finals and found there was one gate open. That was because the top ten didn't have to qualify. I ended up not racing, but I still finished seventh in the standings.



On double jumps: "The problem is, the promoters won't let you do what is right and safe and competitive. John Savitski builds good tracks, but the promoters won't let him . . ."

MXA: *Wasn't that the year Yamaha played games and strung you along until December with contract talks?*

Jeff: I finished the year riding for them, and they said they'd give me a factory ride for the next year with works bikes. They dragged out the contract, and when I finally went in to sign, they said, "No works bikes." I said, "No way!"

I talked to Kawasaki. I had been talking to Weinert during the year, but they said they weren't going to have a 125 rider. Plus, they thought I had already signed with Yamaha, things had gone on for so long. So I lucked out and signed with Kawasaki just before the end of the year. It took me seven years to win the championship. Then I moved to the 250 Class and won that title in '85.

MXA: *That makes you the only person with a chance of winning titles in all the classes.*

Jeff: The only other person who has a shot is Hannah, but he doesn't have a 500 to ride. Plus, he doesn't like the 500s, anyway.

MXA: *If you win a 500 title, will you go to Europe?*

Jeff: Yeah, but only after my contract here is up. It depends on what the stadiums get like here.

MXA: *Could you win a title in Europe? Could you race in mud nine times like they did this year?*

Jeff: I think the biggest problem would be adjusting to the food and life style. The mud wouldn't be that bad. We beat them in the mud at Unadilla. I know I could do it. We beat them all the time. They really wanted to beat us at the des Nations. They want to beat us badly, but they can't. I don't think it would be as hard at a regular GP.

MXA: *Are the Europeans getting faster?*

Jeff: No, I don't think so.

MXA: *They haven't improved?*

Jeff: No, not that much. Of course, we are faster than we were two years ago. Guys like Strijbos, Van den Berk and Herring seem to be the fastest, but I don't see them getting much faster. They have a lot of talent, but it depends on how big the stadiums become. Stadiums improve your timing and teach you a lot of little tricks that make you faster. I don't see them beating us for a while, at least not until Rick and I retire. When we are done, the racing here will probably be better, closer. I don't see anyone coming along for a while who will be at our level.

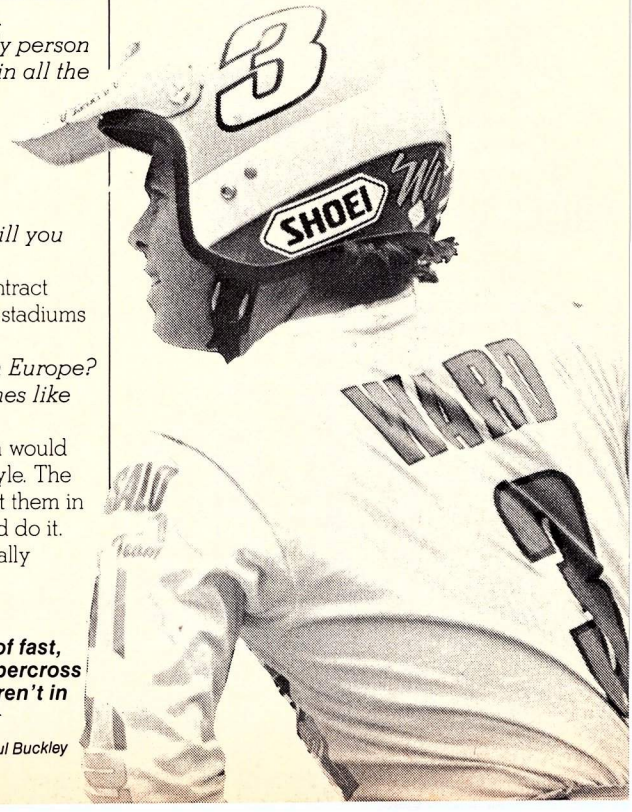
MXA: *You don't think the young riders are as good?*

Jeff: The Tichenors, Schmidts and Turpins are all 20 years old or so. They will get faster, but not to where we are.

MXA: *Those guys are only 17 and 18.*

Jeff: They are? Then maybe they will get fast. I guess those guys could get up there. When I think about it, they are faster than I was at that age. I guess we won't be that bad off. Maybe the Euros will still be in trouble ten years from now. If Lechien straightens out, he will be the dominant force. That remains to be seen, though.

MXA: *Is the Jeff Ward/Rick Johnson era faster than the Barnett/Howerton era or the Smith/Hannah era?*



On Supercross: "There are a lot of fast, talented guys who don't race Supercross because their speed and talent aren't in jumping higher than a house." ►

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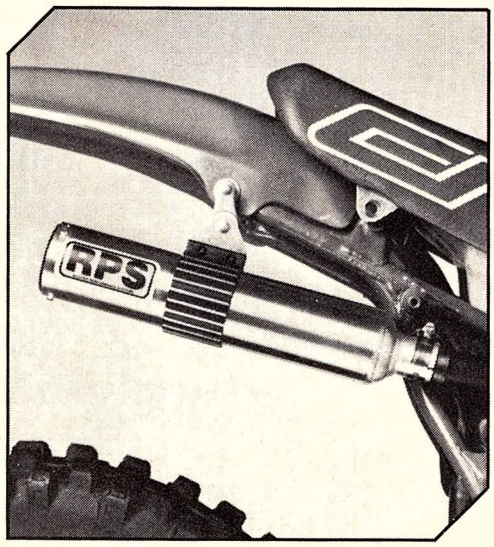

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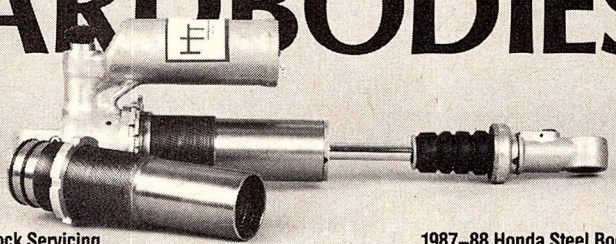

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JEFF WARD

Jeff: I don't think so, but Rick seems to think so. He wants to be the best rider who ever lived, and that is tough. You can only be the best rider of your time. It is tough to say you're the best of all time.

MXA: *Was Marty Smith as fast in his time as Jeff Ward is in his?*

Jeff: Yeah, he gave 100 percent. He went 100 percent on his bike, and there was no one else in the world who could get on that bike and go as fast as he did, except DeCoster. Right now there is no one who can get on our bikes and go as fast as we do. The thing is, development keeps improving bikes, so it becomes relative.

MXA: *Did you model yourself after Marty?*

Jeff: Yeah! When I was at Honda, I tried to do everything the same way. I used to get pictures of him and try to put my stickers on the same way. I did everything like him. My dad used to drag me into the pits to see him, and I'd be kicking and scratching, trying to get out of there! Marty talked to me a couple of times, and I was so jazzed!

MXA: *Who would you say is the fastest rider on the track for one lap?*

Jeff: Ron Lechien, without a doubt.

MXA: *Who is the slowest of the fast riders?*

Jeff: Ron Lechien (big laugh). He can be the gumby-est rider out there—he is so loose, and he stands up everywhere. It looks as though he is out for a trail ride. He is just so smooth. He has all that natural talent. At Millville in 1983 it was 110 degrees and humid, and he held off Barnett the whole race, and Barnett was the total animal in that stuff. Lechien came in as though he hadn't even ridden. But now, after only three laps, his tongue drags in the spokes. I can see it when I'm behind him (laughs). What a waste! The older you get, the harder you have to work, but he won't do it.

MXA: *Who is the best jumper?*

Jeff: Probably Micky Dymond, or at least the craziest. He does everything first.

MXA: *Who is the best sand rider?*

Jeff: It would have to be Hannah, the same with mud.

MXA: *What is the best track on the National circuit?*

Jeff: Let's see, Mt. Morris is pretty good; I do well there. Of course, Hannah doesn't like it, because there are a lot of doubles and it's fast and sort of dusty. I'd say Southwick is probably the best. The problem is, we have raced the same tracks for so many years.

MXA: *And the worst?*

Jeff: Lakewood, Colorado. The track is good, and the racing is fun, because you're at so high an altitude that the bikes are wide open but don't go fast. You go up those big hills and you're barely moving. The dust is

(continued on page 103)

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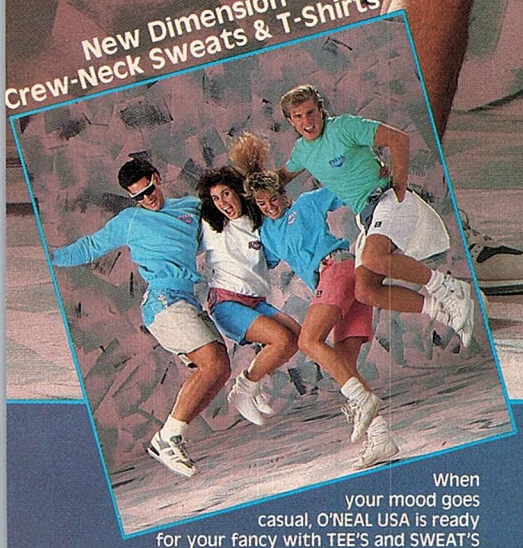

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When O'NEAL USA set out to design the best motocross jersey available today, we didn't forget about function. Outrageous colors and original graphics were only part of our goal. It had to stand up to the riggors of motocross. It had to work.

THE SECRET BULLET. YOUR ULTIMATE WEAPON

O'NEAL designed the original successful jerseys of motocross, and we're still diong it. O'NEAL BULLET™ JERSEY'S are built tough to work! We start with 50/50 interlock material, woven durably for the longest wear. Then we combine double double cuffs with inner absorbent liner, covered with an outer elastic shell. An important O'NEAL exclusive that makes racing virtually "no sweat". Anatomically designed foam pads are incorporated into the elbow and shoulder areas for a softer blow.

WE IRONED OUT THE GRAPHICS.

The other guys are using iron ons for graphics. Looks good, but O'NEAL does it to last with hand silk-screened logos for long lasting looks!

WE LEAVE YOU WITH ONE CHOICE

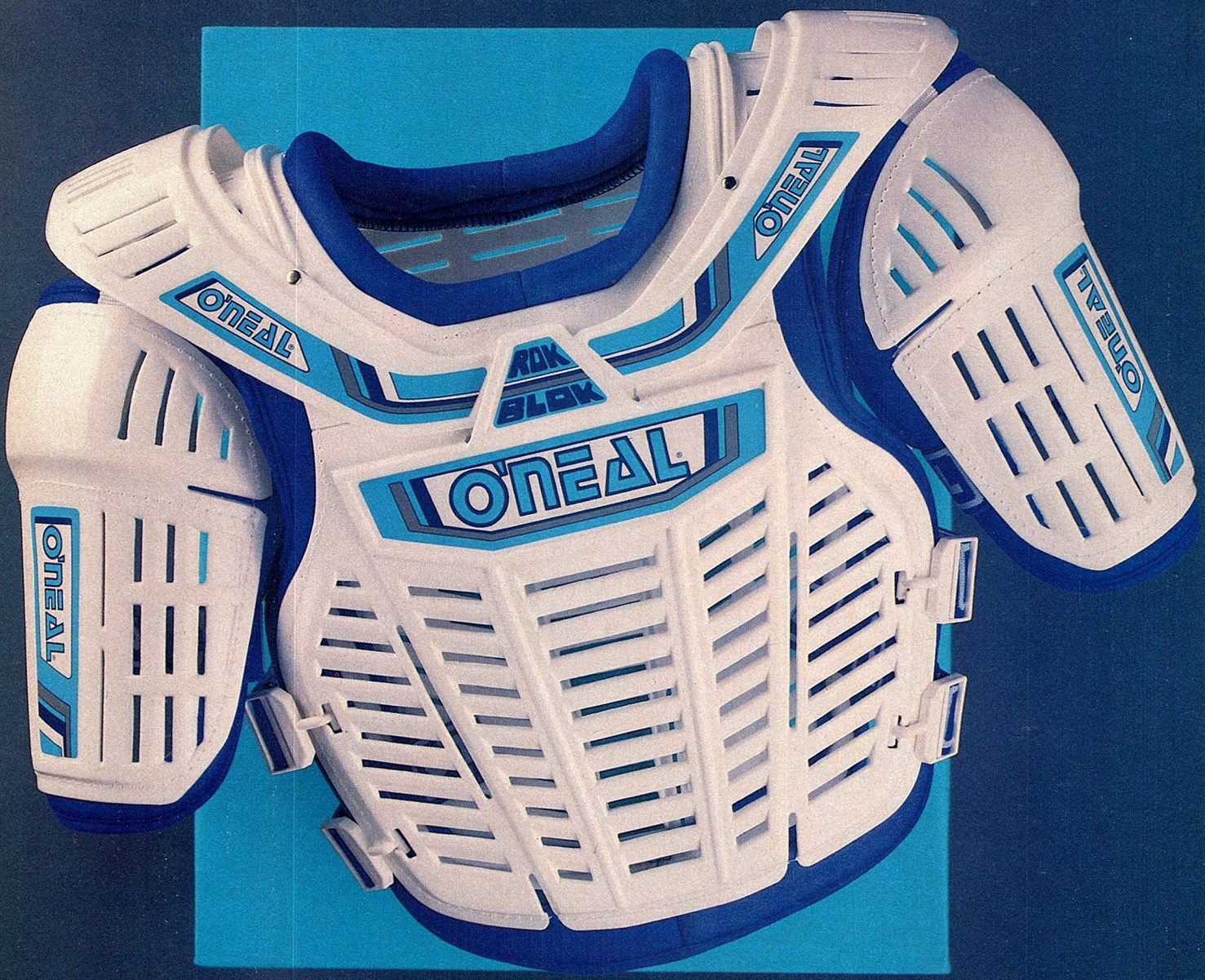
Compare a BULLET™ JERSEY to all the others. Then you'll know why its called a BULLET. Nothing can touch it! Sizes: S-XL $35.95

O'NEAL USA

1-800-423-5002

O'NEAL USA 9160 Jordan Avenue, Chatsworth, California 91311 (818) 998-1049

GET THOSE ROKS OFF



ROK BLOK™ Full protection $109.95

ROK SHIELD™ Front only $79.95

0550-027

0550-039

0550-045

0550-028

0545-027

0545-039

0545-045

0545-028

Your driving thru the pack for a better position and your getting pelted by projectiles from the competition's knobbys, but your uneffected. Your wearing the ultimate chest and shoulder protection. Your equipped with an O'NEAL ROK BLOK™. The rocks, like the competition, don't stand a chance.

FLEXIBLE FEATURES

Made from the strongest and lightest plastic available, ROK BLOK™ features a design for a flexible, non restrictive fit. Contoured in shape design, ROK BLOK, forms perfectly to fit your anatomy, giving you freedom of movement. The special center pivot shoulder flaps adjust their position independently.

MAX AIR ROOM

With all this protection, ROK BLOK'S™ design goes even further with its efficient cooling system. Angled up air vents force air thru when your in the attack position. A cooler body runs longer and harder. T-hook adjustment straps secure the unit to your body. The O'NEAL ROK BLOK™ keeps you ahead of the rock and block heads.

Extra decals available $5.95 set.

PLASTIC NAME PLATE AND NUMBERS
Plastic Plate $3.75
Stick-On Letters $ .56 each
Plastic Numbers $1.50 each
(Specify name and numbers when ordering.)

MasterCard VISA

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O'NEAL 1st

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A SIX PACK YOU CAN REALLY GET YOUR HANDS INTO

Made in Finland

0475-007

0475-015

0475-026

0475-127

0475-128

0475-182

0475-007

Hands on experience requires hands that are well protected. O'NEAL BULLET™ GLOVES fit the requirements. Innovation and style combine to give you the best motocross glove available today.

A LITTLE DEPOSIT. A LOT OF RETURN.

Flexible, light, and tough! The O'NEAL BULLET™ GLOVE has all this and more with careful use of molded urethane close cell, shock absorbing foam, bonded to a bright lycra skin. Soft nylon lines the inner layer for a comfortable fit. Just what your hands need to last the distance!

PADDED PALMS FOR SMOOTHER GRIPS

O'NEAL BULLET™ GLOVES feature a special padded palm constructed with SYN-38™, the latest in soft, long wearing protection. Machine washable with a **one year warranty** against defects in material and workmanship. Available in sizes 8-12.

Sizes 8-12 $34.95

O'NEAL USA

1-800-423-5002

O'NEAL USA 9160 Jordan Avenue, Chatsworth, California 91311 (818) 998-1049

NOW YOU'RE QUALIFIED

0400-027

0375-045

0400-028

0400-010

The motocross glove test is not an easy one to pass. Grueling vibration, mud, sweat, and fears take their toll on any pair of gloves. The more your gloves can stand is less abuse for that tender hand. Only one glove on the market is qualified for the job.

INTRODUCING A LONG LIST OF QUALIFICATIONS.

O'NEAL QUALIFIER™ GLOVES are designed with the latest state of the art technology. Anatomically designed palm padding absorbs the shock waves with proven SYN 37 material. It doesn't harden and lasts longer. Polyurethane foam backs and protects the glove to cushion the blows and aid in unrestricted movement. Ultra comfortable, breathable nylon base material keeps your hands cool. Adjustable wrist velcro® closure provides easy on-off protection.

O'NEAL PRO-LITE™ GLOVES feature spandex sides for maximum cooling and increased flexibility. Full protective foam top protects fingers and knuckles from flying debris and a padded palm area cushions the vibration. An attractive and functional glove for your motocross demands!

GET A LITTLE TESTY

Slip on a pair of QUALIFIERS™ and give 'em the test. They thrive on the abuse that your hand can do without!

0400-035

0375-039

PRO-LITE™ GLOVES **$17.50**
Adult Sizes 8-11
Kids Sizes 1-7
QUALIFIER™ GLOVES **$24.95**
Sizes 5-11

O'NEAL 45ft

1-800-423-5002

O'NEAL USA 9160 Jordan Avenue, Chatsworth, California 91311 (818) 998-1049

BOOTS FOR BATTLE

0310-001

When your feet are draggin' and stoppin' the turf from corner to corner, O'NEAL BULLET™ BOOTS are all the protection and comfort your precious feet and ankles could ask for. With such a large selection today, BULLETS™ give you no other choice. No boot on the market stands up to BULLETS™ for rugged quality and feet appeal.

0310-004

0310-003

0310-010

CONSIDER THE FIT

Slip on a pair of O'NEAL BULLETS™ and they will feel so comfortable that you just may forget they are on. But besides all this, BULLETS™ are the number one choice for you. Top national and grand prix riders around the world stand in them and behind them!

Sizes 6-13 $169.95

NO BINDING CURVES AND BENDS

It all starts at our plant in Italy where careful measuring and planning and just the right grade of leather combine with our special durable plastic guard plates. The boot moves on for precise assembly where they are expertly stitched together to stay together. BULLET™ BOOTS have the exact curves and bends to fit your ankles natural shape.

INJECTION TURNS IT ON

BULLETS™ are protected with an exterior polyurethane injection molded plastic to deflect fast moving projectiles. A special molded compound one-way sole gives added traction to help you spin around the apex faster than any other rider.

O'NEAL 4ST

1-800-423-5002

O'NEAL USA 9160 Jordan Avenue, Chatsworth, California 91311 (818) 998-1049

RETURN OF THE KILLER BAGS

They're back. The killer bags. They range from small to large but they are back. Their demands are simple and specific. There is really no escape from their request and you surely can't outrun them, because they haul.

THINGS CAN GET REALLY SPACED OUT

With more room than an average sized condominium, O'NEAL PAKS and BAGS are here to clean up your act and get your gear in order! Constructed of 420 DENIER NYLON, their double stitched to last! Heavy nylon carry straps make transporting these monsters easy. And durable nylon zippers keep your gear captive 'till you're ready to release it.

YOU BETTER HAUL

So, don't try to escape the killer bags. They're spaced out and determined to take what they came for. Now, if you could avoid the killer tomatoes . . .

DAY PACK **$12.95**
Great backpack styled to fit you and your extra gear. Padded shoulder straps add comfortable protection.

TRAK PAK 2700 **$18.95**
Our helmet size bag. Great for an overnight travel bag or just to the gym. 12"H x 12"W x 19"L.

TRAK PAK 4400 **$25.95**
This medium size duffle bag has one large center compartment and 4 velcro outside pockets. 13"H x 13"W x 24"L.

TRAK PAK 6300 **$43.95**
Our large gear bag. Made up of an extra large center compartment. On the side is a waterproof boot area which separates wet, muddy boots from the rest of your clothes. Additional shoulder strap. 14"H x 16"W x 28"L.

TRAK PAK 13000 **$65.60**
Largest gear bag yet. Made up of 2 large center compartments, 2 end boot compartments and 7 separate pockets, several of which zip close. Additional shoulder strap and reinforced bottom. 20"H x 18"W x 36"L.

BELT BAG **$19.95**
Tough nylon bags with special foam padding to protect riders back. Large plastic buckle adjusts to waist sizes 28" to 38".
Red/White 1350-027
Blue/White 1350-028
Blue/Yellow 1350-035
ATV White 1340-028
Black/Gray 1350-157

TOOL PAK **$24.95**
Designed for desert and enduro riders. Heavy duty Cordura nylon assures long life and durability. Large side and back pockets offer ample space for extra goodies. Specially designed tool holders keep tools from knocking around while riding. (Black) 1355-010.

JET SKI PAK **$18.95**
Our helmet size bag. Great for an overnight travel bag or just to the gym. 12"H x 12"W x 19"L.

O'NEAL USA

1-800-423-5002 MasterCard VISA

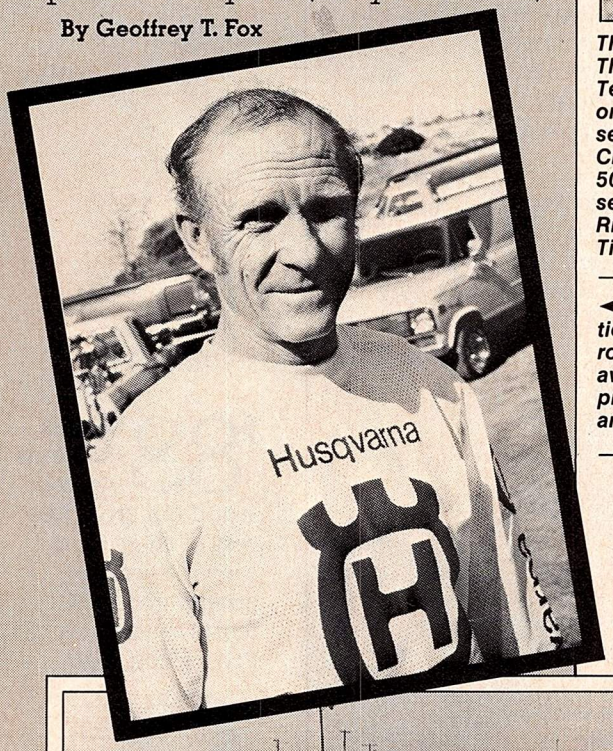
O'NEAL USA 9160 Jordan Avenue, Chatsworth, California 91311 (818) 998-1049

YOUNG AT HEART

MX BEGINS AT 40

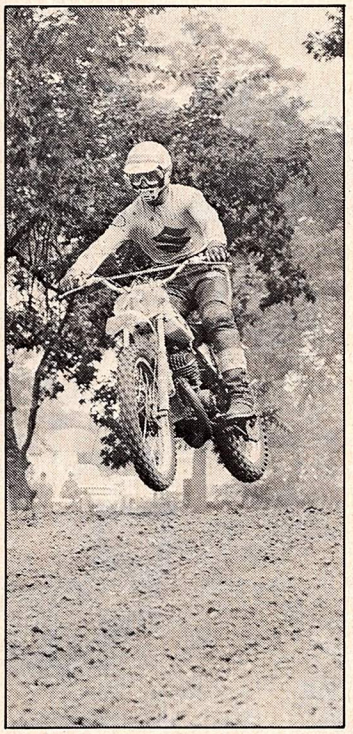
The International Old Timers Club could have a place for you (or your dad)

By Geoffrey T. Fox



Bugsy: Former AMA Grand National Champion and Daytona road-race winner Dick Mann is an avid motocrosser and keeps busy promoting Vintage MX races around the country.

No kids allowed: Local chapters race weekly and wear club jerseys. The L.A. Old Timers club wears distinctive red jerseys and promotes the Mammoth Mountain Old Timers National. Each club holds its own International round. ▼



The Wedge: Back in 1973, Rich Thorwaldsen was a member of Team Suzuki. Rich finished second in the 1972 Supercross series, second in the 1973 250 National Championship, fourth in the 1972 500 National Championship and seventh in the 1973 500 series. Rich is now one of the fastest Old Timers.

☐ You don't have to be young to race motocross. Sure, the strength and reflexes of youth are critical if you want to compete at the top levels of the sport, but if you want the joy of motocross, learn from the guys over 40 years of age—the Old Timers.

The Old Timers are racers 40 years old or older who love the sport of motocross. They compete against one another in one of the best organized, most fun series you could imagine. Each rider must belong to a local club, each of which hosts a weekend International Old Timer Race each season. Traditionally, the Old Timers National Championship season starts the first weekend of May in Northern California, moves to Washington, and then to Edmonton, Alberta, Canada. From there, it goes to Los Angeles, British Columbia, Oregon, Colorado and closes on Labor Day weekend with the Nevada race. Each event consists of a minimum of five motos (three Saturday and two Sunday). Motos are long—16 minutes plus one lap for the Novices, and up to 22 minutes plus one lap for the Masters. You've got to be old to ride these events, but you better be in good condition if you want to do well.

A CLASS FOR EVERYONE

Friendly competition characterizes an Old Timer International Race. The rider classification system ensures that racing is very tight, and that is what everyone wants. No one wants to ride around the track by himself. Riders want to *race* someone. And race they do. Handlebar to handlebar, block-passing for position—just like youthful motocrossers. But these guys are having *fun* doing it. Most of them know the riders they race against personally. They are among each other's best friends. After each moto, there are smiles and handshakes. One rider will congratulate another on the great pass he put on him, or the neat line his opponent used—and vow to turn the tables in the next moto. The competitive fires still burn bright, adding spice to friendships.

Many Old Timers camp out at the race track in RVs, tents or vans. Saturday evening usually includes a club-sponsored dinner right at the track. Everyone has a chance to bench-race, and riders get to know one another better. The British Columbia event is famous for the barbecued fish served. The fish is caught by one of the local club members.

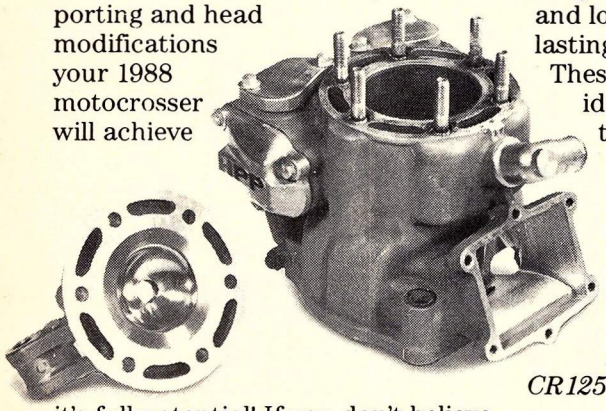
Although local clubs are responsible for track preparation and race organization, visiting riders and their families often volunteer their assistance and help out. Annie McCarthy from Washington is one person who deserves particular praise. She attends almost every race and acts as official scorer and record keeper. If you want to know who won the third moto at Marysville in the Novice Senior class in 1981, ask Annie.

Volunteer participation isn't limited to

MOTOCROSS HEROES

MADE IN THE USA

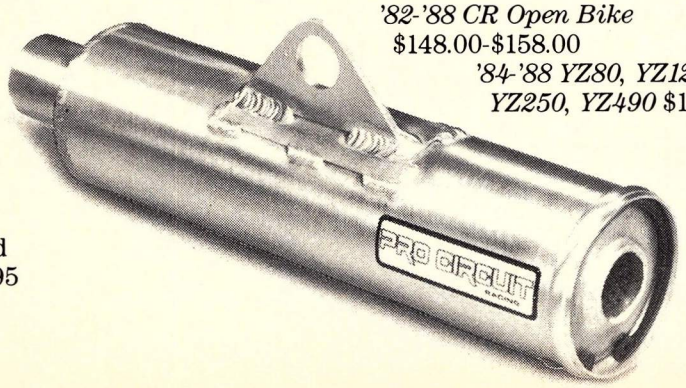
'88 The year of the ultimate motocross bike, or so we thought. It's true, the '88s are improved, but we believe that anything can be made to work better! With Pro Circuit's cylinder porting and head modifications your 1988 motocrosser will achieve



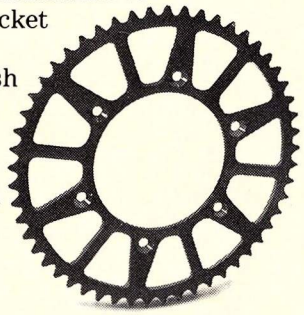
it's full potential! If you don't believe us just ask *Rick Johnson*, *Jeff Ward*, *George Holland* or *Jeff Stanton*. Cylinder Porting $165.00, head modifications required in most models $50.00

'88 pre-ported cylinders and heads now in stock. Call for more information.

'88 Works Style Silencers have been improved to decrease weight while increasing durability. It's a fact that a properly packed silencer maintains maximum power output while keeping noise to a minimum. Pro Circuit's unique design allows quick repacking by virtue of a large retaining sirclip that eliminates drilling pop-rivets. Available for all *'88 motocross bikes*, *1987 CR125*, *CR250*, *RM125*, and *YZ125* $59.95

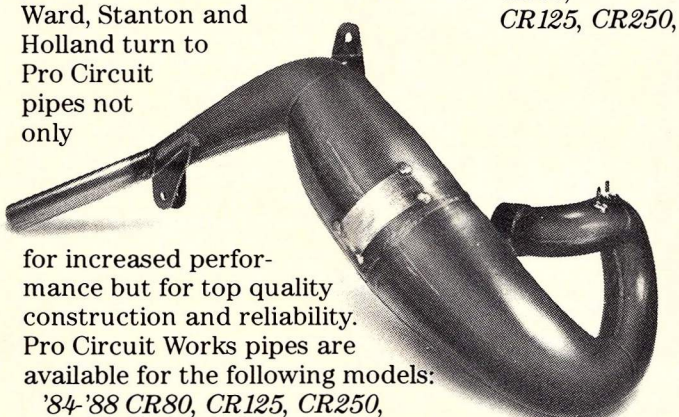


'88 Works Sprockets utilize a hard anodized 7075 aluminum to make a sprocket that is lightweight, stylish and long lasting. These are identical to the



sprockets Team Honda used to capture seven National Championships in the last two years. Available for *'85-'88 Honda CR125-500* and *'86-'88 CR80* $59.95

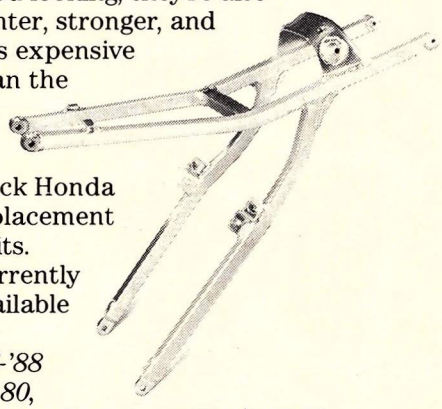
'88 Pro Circuit Works Pipes have been tested by the top National riders to increase the usable power output of your 1988 motor. Riders like Johnson, Ward, Stanton and Holland turn to Pro Circuit pipes not only



for increased performance but for top quality construction and reliability. Pro Circuit Works pipes are available for the following models:

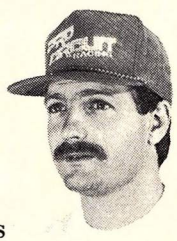
'84-'88 CR80, CR125, CR250,
'82-'88 CR Open Bike
$148.00-$158.00
'84-'88 YZ80, YZ125, YZ250, YZ490 $148.00
'86-'88 RM80, RM125,
'84-'88 RM250 $148.00
'85-'88 KX80, '84-'88 KX125,
'85-'88 KX250, KX500 $148.00
'85-'88 Quad 250, '86-'88 4-Trax,
'84-'86 ATC250 $148.00

'88 Works Subframes aren't just a fashion trend! Not only are Pro Circuit's aluminum box section subframes good looking, they're also lighter, stronger, and less expensive than the



stock Honda replacement units. Currently available for *'86-'88 CR80, CR125, CR250, CR500* $168.00

'88 Works fashions let you stand out from the rest of the racing crowd. Our top quality cord hat features the new Pro Circuit logo



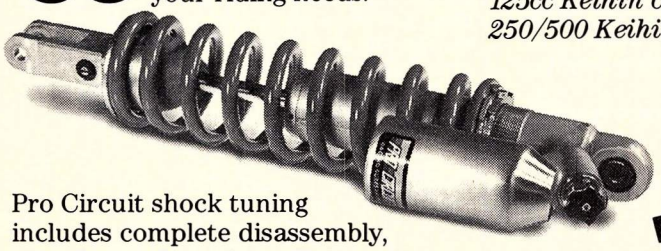
embroidered in bright fluorescent colors. Pro Circuit T-shirts display the traditional logo on both front and back.

ARE MADE-NOT BORN

BY PRO CIRCUIT!

Hats available in *Black, White, Blue, Red, Grey* $14.95
T-shirts *Small thru X-large* $11.95

'88 Works Suspension Tuning is custom tailored to suit your riding needs.



Pro Circuit shock tuning includes complete disassembly, cleaning and revalving. Using only the highest quality fluids, we bleed all the air from the system, repressurize it and set up the spring rate for your weight and classification. We can also improve your cartridge forks by modifying the valving, selecting proper spring rate, pre-load and oil height for your weight and ability.

Shock Modifications Honda, Yamaha, Kawasaki, Suzuki:

Oil change only	$ 55.00
Revalve and rebuild	$130.00
Hard anodized shock bodies ('85-'86 shocks)	$ 45.00
Cartridge fork mods plus parts	$ 70.00
YZ and KX fork mods plus parts	$ 45.00
Showa SS-7 Works fork oil	$ 4.70
Optional rate fork springs	$ 49.95
Optional rate shock springs	$ 75.00 - $ 80.00

*Pro Circuit now offers valving updates to previously revalved Pro Circuit shocks at no charge when sent in for an oil change!

Also Available:

Twin Air Filters for all current motocross bikes	$15.95
T-Handle wrench kits, includes 8, 10, 12, 14, 17mm and phillips head T-Handles	$40.00

Rick Johnson T-shirts small thru X-large	$11.95
Pro Circuit crossbar pads	$8.95
Renthal crossbar pads	$9.95
Renthal handlebars all current MX bends plus R.J.	$38.95
3-M clear or colored plastic	$10.95
125cc Keihin carbs	$134.95
250/500 Keihin carbs	$144.95

Pro Circuit works stands	$49.95
Trick Racing gas cans	$24.95
Front disc protector kits and resv. guard	$34.95
Rear CR disc protector kit	$19.95
Rear KX disc guards	$16.95

All prices subject to change without notice. All prices are plus shipping costs and Calif. sales tax if applicable. All orders will be shipped U.P.S. COD unless otherwise specified. Visa and Mastercard is accepted for pre-paid orders. Pro Circuit store hours: 9:00 a.m. to 6:00 p.m. Monday thru Friday, Saturday 10:00 a.m. to 4:00 p.m.

PRO CIRCUIT RACING

4214 E. LaPalma, Anaheim, CA 92807

(714) 993-5400

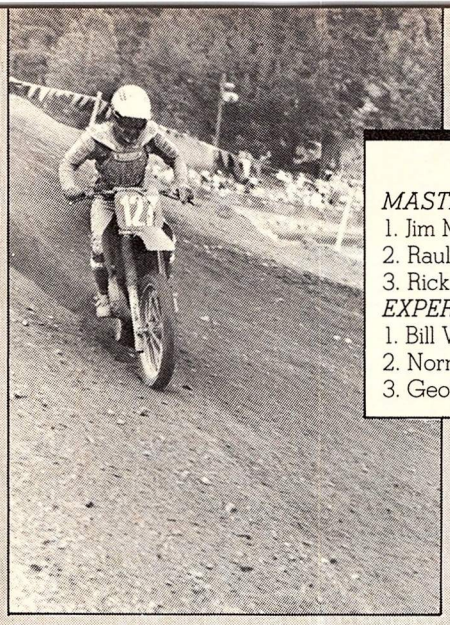
FAX (714) 993-0344

'88 Prototype works pipe.

Pro Circuit would like to thank Larry Brooks, Jeff Hicks, Jeff Ward, Fred Andrews, Eric Kehoe, Keith Turpin, Jo Jo Keller, George Holland, Donnie Schmit, Rick Johnson, Mike Fisher, Rick Ryan and Jeff Stanton for their support. *These guys are real American Heroes!*

Dealer Inquiries Invited.

MX AT 40



Clothing magnates: Geoff Fox (Moto-X Fox), Jim O'Neal (127), Ed Scheidler (Yamaha) and George Lazenby (James Bond) have all raced with the Old Timers Club.

OLD TIMER CLASS CHAMPIONS

MASTER	*AMATEUR*	*MASTER SENIOR*	*AMATEUR SENIOR*
1. Jim Monegan (WA)	1. Bob Jackson (S)	1. Ron Miller (LA)	1. Bob Finlayson (Alb)
2. Raul Tenanao (BC)	2. Jim Loso (WA)	2. Bill McLinton (S)	2. Grant Lewis (WA)
3. Rick Kelley (WA)	3. Leroy Francard (S)	3. Joe MacKenzie (WA)	3. Dan McCarthy (WA)
EXPERT	*NOVICE*	*EXPERT SENIOR*	*NOVICE SENIOR*
1. Bill Vermilye (WA)	1. Ed Miller (WA)	1. Carl Bowling (S)	1. Robert Mitchell (WA)
2. Norman Twa (BC)	2. Bill Feiling	2. Gene Higgenbothem (S)	2. Vernon Wood (S)
3. Geoff Fox (Sierra)	3. Vince Bertram (S)	3. Dick Langlois (BC)	3. Harley Malkson (WA)

Al and Marvin: Alan Olson (9) didn't start racing until he was in his 30s. His brother Marvin (5) started racing at 40. Both are among the winningest riders in the nation in their age categories.

Cookouts: One of the nice things about the Old Timers Club is the friendly atmosphere that pervades the racing. Members camp out, cook out and hang out together. Every member is over 40.

WHERE TO SIGN UP

THE INTERNATIONAL OLD TIMERS CLUBS

• *LOS ANGELES CHAPTER*

Currently 225 Members. Schedules about 50 races per year. National held at Mammoth last 15 years. *Contact:* Corrine Pyle, 10060-2 Larwin Ave., Chatsworth, CA 91311; (818)882-5935.

SIERRA CHAPTER

Currently 104 members. Have held Nationals last 12 years. *Contact:* Beppie McClure, 6323 Marshall Dr., Sacramento, CA 95842; (916)332-1052.

WASHINGTON CHAPTER

Currently 72 members. Three organized events per year. International Race. Annual meeting and dinner dance. Annual family outing at Fred Session's home. *Contact:* Annie McCarthy, 7815-45th SW, Seattle, WA 98136; (206)937-3189.

NEVADA CHAPTER

Currently about 53 members. *Contact:* Jerry Brown, OTMX Association, Nevada Chapter, Box 11601, Reno, NV 89512; (702)329-1211.

OREGON CHAPTER

Currently 60 members. *Contact:* Douglas Sawtell, 22351 Bornstedt Rd., Sandy, OR 97055.

BIRITISH COLUMBIA CHAPTER

Currently 75 members. Two organized events per year. International Race. Spring Team Endurocross. *Contact:* John Denniston, 3526 W. 26th Ave., Vancouver, BC V6S-1N7, Canada; (604)731-0988.

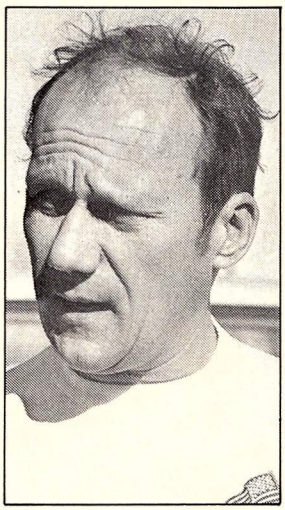
ALBERTA CHAPTER

Currently about 75 members. *Address:* Alberta Old Timers, 201,10115-150 St., Edmonton, Alberta T5P-1P2, Canada.

ROCKY MOUNTAIN CHAPTER

Current membership not available.

Contact: John Etscheid, 11142 Pinyon, Dr., North Glenn, CO 80234. •



◄ Yumpin' Yimminy: Lars Larssen, former Swedish motocross star, is a member of the L.A. Chapter. Lars brings his sense of humor and blazing speed to any race he competes in.

wives, either. This season's Master Class Champion, Jim Monegan from Washington, was too injured to ride the final event in Nevada. He made the scene anyhow and helped hose down the deep-sand track during the weekend's racing. Other racers manned hoses and helped water between their motos, too. Old Timer International races wouldn't be possible without the enthusiastic help of many volunteers.

CLASSES IN A CLASS BY THEMSELVES

There are four divisions by skill in the Old Timers, starting with Novice and progressing through Amateur to Expert and culminating in the top class of Master. There are also two divisions by age. Ages 40 to 49 are the regular Old Timers. Those 50 years old and older are classed as Seniors. This gives a total of eight classifications (four by skill and two by age).

The Novice class is for beginning riders. Many new members have never raced before joining the Old Timers. This is the class that enables riders to learn skills without getting discouraged by being lapped. Amateur is the next class up. These guys ride well. Many raced when they were younger, and now that they have the seniority to get some time off from their jobs, they are getting back into motocross. When a rider is consistently finishing toward the top of any class, he will be moved up to the next higher class. So the top Amateur this year will be an Expert next season.

Master is the highest class. Many of these riders were top dogs when they were in their 20s. One, Rich Thorwaldson from Nevada, was a factory Suzuki rider. When Paul Bostrom from Northern California is healthy, he is one of the few riders who can race with Thorwaldson. During the 1986 season these two riders started an epic conflict, riding ten motos and never being more than a few seconds apart. Each won five of the ten motos, and often the outcome was in doubt up to the final lap. Paul was an impressive flattracker in his younger days.

The Washington chapter of the International Old Timers is the most active. There is a season-long competition between the different chapters, based mainly on which chapter's riders attend the most races. Washington has won this competition the last couple of years. Washington also boasts excellent riders. Most notably, 1987 Masters Champion Jim Monegan, Bob White and Rick Kelley. Rick takes a lot of kidding because of his short stature. The smile on his face lets you know this good-natured teasing doesn't bother him. On the track Rick has a few laughs of his own as he swoops by other riders. Rick didn't start racing until he was well into his 30s. Today, he is a possible winner at any race and is certainly a threat for the season's Masters crown.

(continued on page 102)

KRAUSE RACING

CALL NOW. . .
1-312-543-6696
ROCK BOTTOM PRICES!

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1988 HONDA CR250R

The Honda tradition you never heard of

☐ By now you've read or heard every lie, fact, misrepresentation, opinion or philosophy about the 1988 Honda CR250R. It is so confusing! Everybody, except Yamaha, Kawasaki and Suzuki, wants Honda to build a great bike, and, even more importantly, everybody fully expects them to. Since the CR250R has been the dominant deuce-and-a-half motocrosser for the last four years, it is inconceivable that Honda wouldn't continue to crush the competition. But that isn't going to happen in 1988.

It is easy to assume that Honda can't make mistakes, but a quick perusal of CR250R history will quickly refute that. In 1983, the first of the Roger DeCoster-inspired Hondas was released. It was a beautiful bike with a *perfect* powerband—very torquey, easy-to-use, manageable and broad. It was one of the best motocross powerbands ever produced. For 1984, Honda gave the CR250R a massive increase in mid-to-top power. The '84 CR was a rocketship. Brutally fast, the '84 overshadowed the 1983's perfect power with incredible acceleration. But all was not well! The '84 CR250R motors were hand grenades that exploded pistons faster than Orville Redenbacher pops corn. Reliability was a disaster, and the bike was a nightmare. Trying to avoid the consumer complaints of '84, Honda totally modified the 1985 powerband. From a rocketship in '84, the '85 became a low-end toad. Power was torquey and pleasant, but it was so one-dimensional (low-end only) that it was no match for the faster Yamaha YZ250.

MODERN POWERBAND HISTORY

In the first three years of modern CR history (1983, '84 and '85), the CR engineers produced three distinctly different types of power: one success, one failure and one reliability problem. Figuring that they had it all figured out for 1986, Honda returned to the 1983-style of power, but with an increase of overall ponies. The 1986 CR engine had a superb low end and a husky, beefy and broad mid-range. This engine was similar to the '83 CR motor, because it produced usable power that fit every rider and all tracks.

If the 1986 powerband was so perfect, why did Honda drop the good low end and torquey mid-range in 1987 in favor of more mid-range hit and increased top-end rev? They were responding in a knee-jerk reaction to criticism of the perceived shortcomings of the '86 engine. Whatever an engine doesn't have (even if it works), riders say they want. When they get what the engine lacked, they complain about what they lost. Honda has been playing powerband roulette to satisfy whiners.

WHAT DID THE WHINERS SAY IN '87?

The 1987 engine's hard mid-range hit and increased top end made it a competitive motorcycle. The tops in the class. Whiners wanted better low-end power delivery, a smoother transition of power from bottom to middle. They also wanted more top-end overrun (the ability of the engine to turn more rpm). For 1988, Honda gave them what they wanted, and the result is the least effective Honda engine in years.

Low-end power delivery is smooth, but it isn't very fast (especially when compared with the 1988 Kawasaki and Yamaha). As the Honda makes the transition into the mid-range, the riders who rode '87s are expecting a massive burst of power, but it doesn't happen. No hit! No burst! The '88 CR engine pulls through the mid-range with decent power and finally begins to take off in the upper mid-range with a surge of power that lasts into the top end. Once the engine reaches the surge in the upper mid-range, it pulls strongly, and as long as you run the engine in the upper ranges, it is fast. Kept on the pipe, the CR250R can turn excellent lap times.

WHAT'S WRONG WITH IT?

It isn't perfect! Big deal, you say. Everything can't be perfect. Let's rephrase that, then. It isn't as good as last year's power. And it isn't as good as the 1986 powerband. It lacks snap coming out of slow turns. *Get-up-and-go* has been traded for *hang-on-and-wait!* It is still a competitive motor, but in the tradition of Honda's seesaw powerbands over the years, it was almost predictable. Is it the best motor of 1988? No. It's the fourth best motor of 1988.

MY BACK PAGES SAY...

During the testing of the 1988 Honda CR250R, the *MXA* test crew read in the motorcycle press that the new Delta-Box rear suspension and Showa cartridge forks were phenomenal. One wag even compared the shock to the great "Full Floaters" of yesterday. Most of these motorcycle tests ought to be in the fiction section of the library. Overall, the 1988 Honda CR250R suspension suffers from flaws at both ends (yes, even the previously faultless Showa cartridge forks are set up wrong!).

The first thing you'll notice about the '88 Showa forks is that they pack down when going into turns. As you approach a corner with braking bumps leading to the apex, each successive blow sends the CR forks lower and lower. By the time you reach the turn, you have about six inches of front-end travel. Excessive rebound damping is part of the problem (yes, we know you read somewhere that they didn't have enough rebound damping. Baloney!). We called Roger DeCoster and told him we thought the forks needed less rebound and more compression, because they dive and pack under braking. Roger said, "You're right. The forks do seem to dive too much going into turns, but our readings tell us the rebound damping force is about the same as last year. I think the problem is caused by a too-light fork spring. The new seat pushes the rider's weight farther forward. We are switching to stiffer springs." In the end, the *MXA* test crew lightened the rebound, increased the compression and went up to the next stiffest spring in the ATK catalog. Revalving the forks cost about $70, and the new springs set us back $50.

DELTA BOX REAR SUSPENSION

Honda's engineers have changed the rising rate over the last five years as often as

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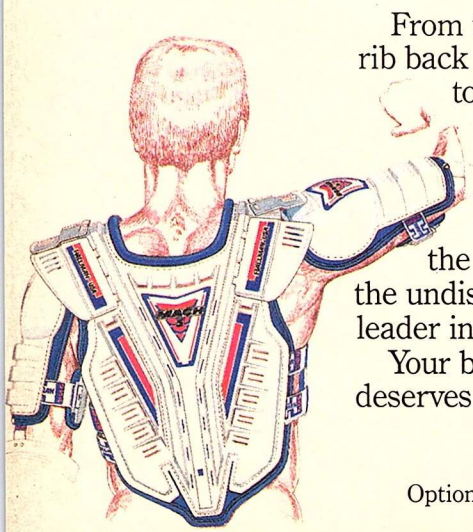

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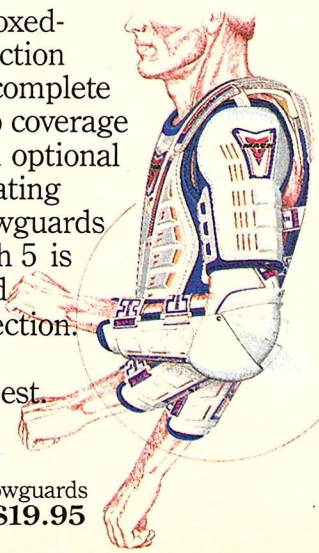

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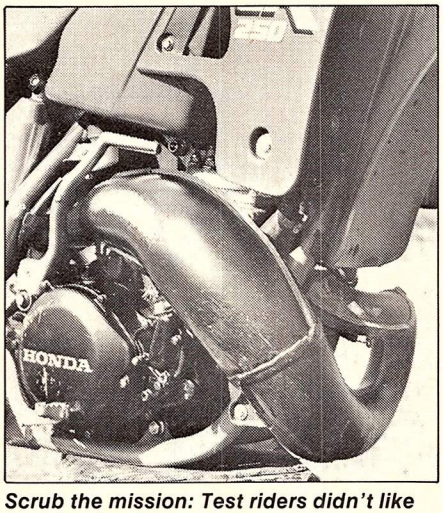
A few dollars more: Honda builds great machines. All the parts fit; reliability is top-notch and detailing is spot-on. It will take a few dollars more to make the CR250 motor, shock and forks live up to the overall design of the chassis.



Scrub the mission: Test riders didn't like the CR250R powerband. It meters out the power over a long-drawn-out and uninspiring range. No hit, just ooze. Effective ponies are way up high in the upper mid-range.

they have adjusted the powerband. One year it has more progression, the next year less, and vice versa. It's no secret that Honda has gone back to rates given up on only a few years before. For 1988, Honda took a step toward satisfying Supercross riders at the expense of riders who ride on outdoor tracks. The rising rate has been increased on the end of the shock stroke to stiffen compression damping for hard landings. The problem with increased rising rate is that the shock has to be very precisely valved to compensate for the fact that the shock speed geometrically increases in the last inches of wheel travel. Honda didn't compensate very well. If you hold the throttle wide open and hit every bump as hard as you can, the CR250R will work adequately. It might be possible to pass off shock inadequacies as rider inadequacies by saying that you aren't going fast enough. But at normal racing speeds, with a wide variety of riders (and tracks), the Honda CR250R rear suspension is no better than it was last year, and for Junior-level riders it is worse. It needs a more supple transition from low to high-speed compression. The shock feels as though it is hitting a wall of damping about two-thirds of the way through its travel. Very harsh!

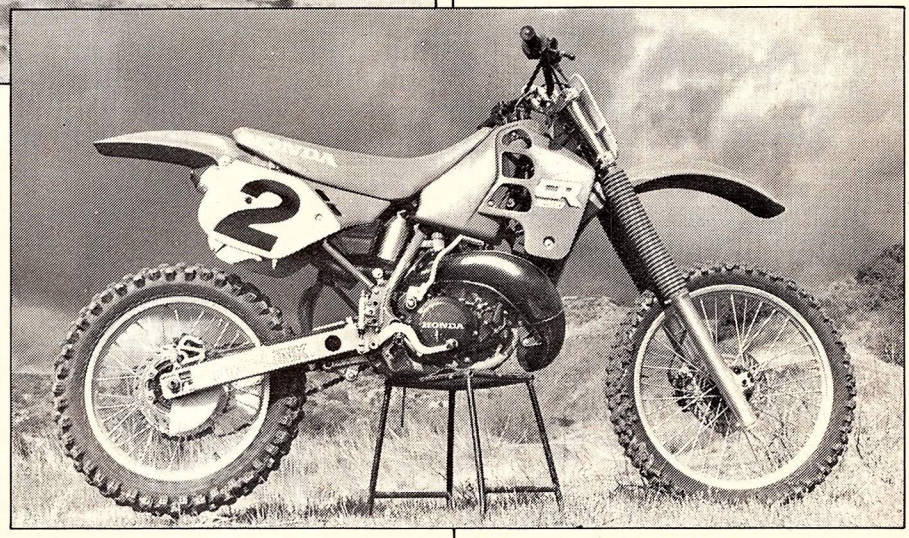
CR250R

ITS CLAIM TO FAME

The powerband could be better (has been better), and the suspension is no worse on the rear than it has been (although the front forks are). But does that mean the 1988 Honda CR250R is a bad bike? No, it simply means that it isn't the omnipotent machine everyone has come to expect (including Kawasaki, Yamaha and Suzuki).

Although the Honda engineers may have misjudged the public's needs in the powerband and suspension departments, the remainder of the 1988 CR250R is the best motocross bike ever produced. The handling is superb! It is a dream bike. A change in the front geometry eliminated headshake without affecting the CR's ability to carve tight arcs. DeCoster's reputation as the best development rider for handling is definitely enhanced by the 1988 Honda CR chassis. Perfection!

All of the components on the Honda are 25 percent better than on the competition's



Oddly attractive: Honda's lowboy pipe may start a copy-cat wave of the future. It's biggest advantage is that it allows the gas to be lower in the tank and the CR250R to be super thin.

machines. Serious concern was shown for every aspect of the '88. Even the air filter's difficult alignment problems were cleanly and simply resolved. Yes, Honda did take a few shortcuts this year to save money (white front numberplate, plastic brake line, unpainted aluminum components), but nothing that detracts from the bike's function.

CHANGES FOR THE NEW YEAR

The most noticeable change for '88 is the new, deep-red color, which replaced the orange mist of past years. The biggest complaint about the new red is that as the plastic ages, the red gets darker and darker. A lot of riders who at first loved the red now wish they had the orange color back. Very Maico-ish!

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CR250R

Fantastic gas tank and radiator-wing designs replace last year's decent units. The new tank is so slim and trim that the rider's legs touch the radiator wings before they touch the tank. To make the new gas tank so slim, Honda had to run the exhaust pipe down by the motor (a la the 1973 Zundapp). It takes some getting used to and is extremely vulnerable to damage. Expect to be springing bucks for an aftermarket pipe following the first big crash.

Honda superlatives are easy to come by when you begin to discuss the CR250R's attributes. Clutch and shifting are unparalleled in the industry. The CR can shift under a load and be clutched out of turns with a feathery touch. Brakes are among the best. Regular maintenance on Honda disc brakes consists of simply looking to make sure they are still there. No bleeding, no fade, no failures—just strong and predictable stopping.

Stock rubber is Dunlop's hard-track combo of K490 front and K595 rear. The tires

◄ ***Pounds to kilos: When you go up on the CR250R, the stock 3.7-kilo fork springs are going to go THUD when you come down. Switch to a 3.9-kilo spring or suffer evil handling.***

No deposit. Showa's new milk-bottle shock works about as well as last year's tear-gas canister-shock, which wasn't good. A new Pro-level rising rate works well for stadium doubles, but not on anything smaller. ►

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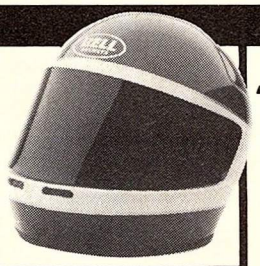

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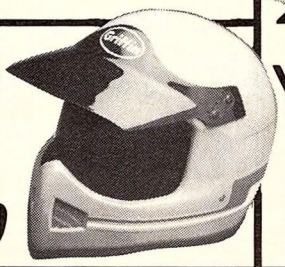

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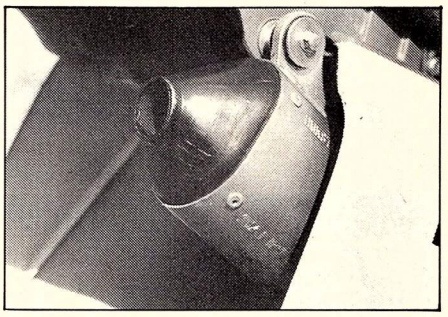
CR250R



Stovepipe: The funny end cap on the CR250R silencer is designed to emit the exhaust note directly out the back of the bike. Why? AMA rules require the exhaust to go straight back, so as not to blow dust in anyone's face.

are well suited to a wide range of track conditions and offer first-rate performance. The K595 quickly wears out, but the front K490 lasts forever.

WHAT ARE THOSE CHEESY THINGS?

Tank decal life is limited. Unfortunately, the price tag on replacement radiator decals is jumbo-sized. Covering the decals with clear plastic is a good idea, but since the rider's legs touch the radiator wings so often, it is hard to keep them from rolling off.

Our first Showa shock was atrocious. We called the Honda Sports Department and had them send us a second stock shock. It was better than the first one. Showa shocks come off the assembly line with a small amount of air in them, and if quality control slips up, that air can create havoc with the damping.

One of our air filters split a seam and had to be replaced with a Twin-Air.

Stock jetting isn't merely out of the ballpark, it is in a town down the road that doesn't even have a team. Stock jetting is a 185 main. Our bike came from Honda with a 175 in it, and we switched to a 172. For most conditions, riders are running a 175 with the stock pilot, and the needle one clip from the top. The richness makes the long, smooth powerband very blubbery.

Shock linkage bearings are suspect. The cages disintegrate, and our bike came without any grease on the needles. Take your bike apart and immediately lube the bearings.

WHAT'S THE VERDICT?

Would we buy a 1988 Honda CR250R? Yes, because we know that a quick trip to the hop-up shops can bring the motor around (for about $250), and the suspension is easily fixable (after all, we had to revalve last year's shock also). The flaws that exist are fixable, and the rest of the CR250R package is so superlative that we'd go to the trouble. What if we had to race the '88 Honda CR250R showroom stock? We'd rather not. □

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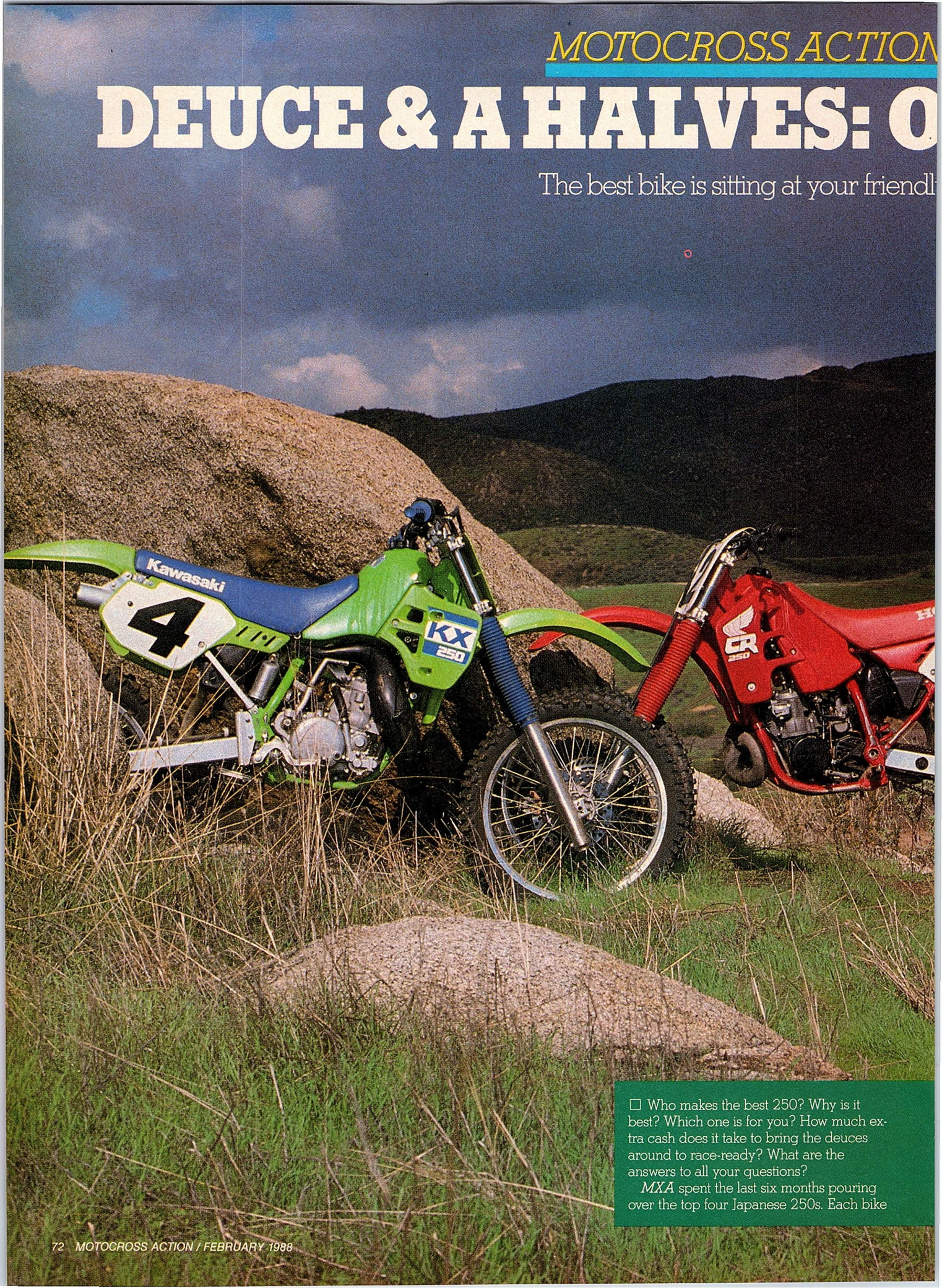

☐ Who makes the best 250? Why is it best? Which one is for you? How much extra cash does it take to bring the deuces around to race-ready? What are the answers to all your questions?

MXA spent the last six months pouring over the top four Japanese 250s. Each bike

250 SHOOTOUT

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was raced, torn down, fiddled with, and analyzed. National Champions, Old Timers, maniacal kids, pure Novices and a host of solid Intermediates whipped the Big Four 250s into submission. When the dust had settled and the smoke had cleared, the *MXA* wrecking crew had the answers.

POWERBAND: STRONGER, HIGHER, FASTER

• The big surprise of the 1988 250 shootout is that Honda didn't win the powerband category. It didn't even come close. In fact, in most of the important subdivisions of engine classification, the red bike sat at the bottom of the list. Honda took what has been the best motor and dropped it in the dumpster.

Kawasaki makes the **most raw horsepower**. It has an incredible mid-range surge that leaves you with white knuckles and watery eyes. The basic KX profile consists of a strong (almost Open bike) low end that builds into a massive mid-range. The KX doesn't hit hard—it just gets up and goes. Its biggest flaw is that the transition from the torquey low end to the Atlas Booster mid-range takes too long. It needs quicker low-end pickup.

Yamaha has the most raceable of the stock engines, and although it lacks the **stump-pulling torque** and ponies of the KX, it has instant throttle response, superb low end and a strong mid-range. For 1988, Yamaha produced power characteristics that are unique, fun to ride and better than the competition's. When you turn the gas, the YZ250 goes. Now! Power response is so sudden and so full that the YZ literally leaps out of the gate. A basic impression left on every test rider was that the Yamaha made its power come on and stay on with the perfect blend of get-up-and-go!

Suzuki has produced a hard-hitting mid-range motor, and although it isn't the horsepower or raceability champ, it's **no chump**, either. A solid mid-range hit is mated to a small amount of usable bottom and top-end overrun.

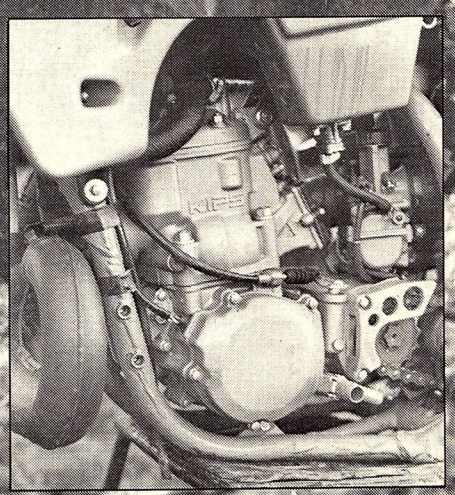
The RM has a lightweight, zippy, and blip-it feel to the power. An RM rider has to keep slamming new gears into the cassette to keep the zook in the meat of its dead-center power. It isn't a fast motorcycle, but a good rider can keep what power it has at the front of the pack.

If there is a **Bowser in the bunch**, it's the Honda CR250 mill. Power development is smooth and steady. Last year's brutal mid-range burst has been traded for a long drawn-out power spread that seems to work best in the upper ranges. The overall speed of the CR250 is competitive, but the fun associated with blasting corners and snapping on the mid-range is lost in an overly smooth, almost electrical, power delivery.

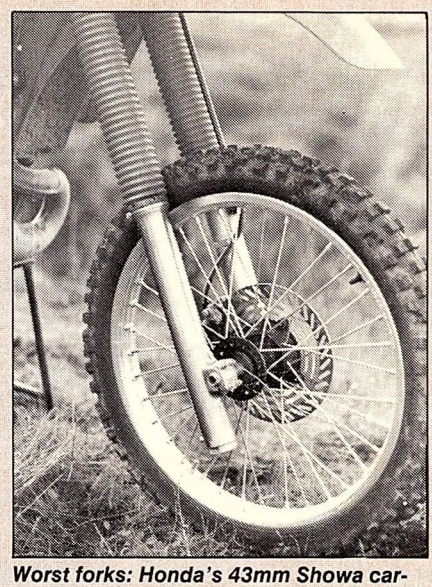
When given their choice of engines and powerbands to ride, the majority of the *MXA* wrecking crew preferred to throw a leg over the Yamaha YZ250 motor. Yes, we wish it had the horsepower of the KX250 (but then, we also wish the KX had the low-end throttle response of the Yamaha).

In a thumbnail: Yamaha and Kawasaki have the best engines. Suzuki is a solid third. Honda played powerband roulette, and the chamber was full. •

250 SHOOTOUT



Best power: Kawasaki has the most power, but Yamaha has the quickest power. On short straights and tight tracks, the torque of the KX will be matched turn-for-turn by the lightning-fast throttle response of the YZ. The KX is king of the horses, but the YZ hits harder.



Worst forks: Honda's 43mm Showa cartridge forks suffer from too-light springs, heavy rebound and light compression. Suzuki has light springs also, and Yamaha and Kawasaki are off on the damping but close on the spring rates.

◄ On your mark: Who makes the best 250? Is it Honda, Kawasaki, Yamaha or Suzuki? What are their flaws? Peccadillos? Highlights? Can you win on them? The MXA wrecking crew spent the last six months finding the answers for you. Read on.

KABOING & KASPROING

SUSPENSION: MAKING THE LEAST MISTAKES

• If history serves us right, the suspension category is one Suzuki always wins. Actually, its **victory** is more one of doing less things wrong than of doing the most things right. Damping, rising rate and spring-rate errors are so common among the Big Four Japanese manufacturers, that if all four of them lost the suspension category, it wouldn't be surprising.

If you have 50 extra dollars lying around on the day you buy your new '88 Suzuki RM250, you are going to have the **best suspended** production motocrosser built. The rear shock of the RM250 exhibits the least objectionable ride (although there is a high-speed compression spike caused by the new rising rate). But when compared with the other shocks, the RM's Kayaba is excellent.

The $50 has to go into the Suzuki RM250 forks. In stock trim the fork springs are **too soft**. Switch to stiffer springs and back the compression clickers all the way out. The stock springs are okay for very light or very slow riders; everyone else will be fighting a serious case of nose dive.

Yamaha took a **giant step forward** with the YZ's suspension. The front forks don't need any money spent on them, just some time invested in oil heights and clickers (we ended up at 140mm from the top, 14 clicks out with 4mm of tube above the triple clamps). Yamaha's new cartridge forks are night-and-day better than last year's nightmares.

Yamaha dropped the Brake Actuated Suspension System (BASS) and did the best it could to borrow shock design, valving and damping concepts from **Ohlins**. It worked. The YZ250 shock is more raceable than ever (we mean since the beginning of recorded history). Set the rebound up on the light side and use 95mm of sag in the spring. In action, the YZ shock delivers a light, springy feel, but the radical swaps and hops from last year are gone. It bounces, but straight for a change.

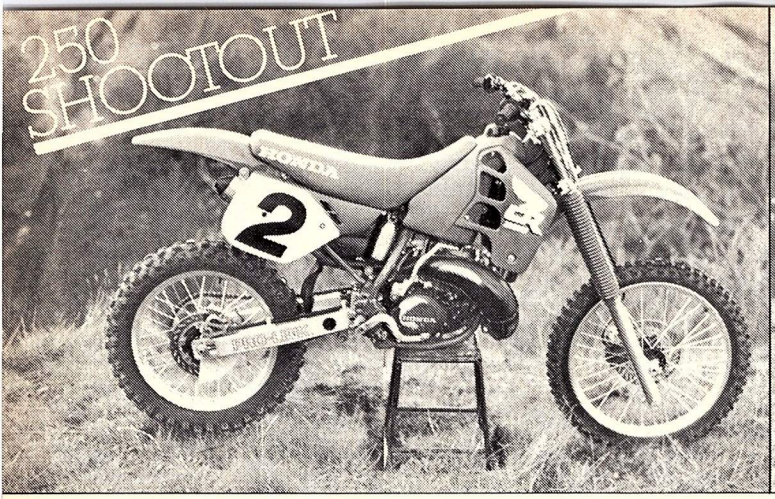
Kawasaki has passable cartridge forks equipped with good springs and reasonable adjustment. The major complaint was **mid-stroke harshness**, which is lessened by lowering the oil height, turning out the clickers and decreasing spring preload. All in all, the KX forks are less supple than either the RM or YZ units, but for most tracks they work well enough to be left alone.

Kayaba supplies Kawasaki with rear shocks, and for '88 it made some **damping mistakes**. The rear of the KX has a dead feel to it through bumps. It thuds into whoops (packs up) instead of absorbing them. Functionally, the shocks' harshness stems from the damping, since the spring rate is perfect.

Honda used to have the only bike with cartridge forks, and thus it had the best forks. But now every bike has the **wave washer** units, and Honda's Showa forks are off-base. They pack down going into bumpy turns and bottom over big jumps. Most test riders complained of too much rebound and not enough compression damping. The quick fix is to slip in stiffer fork springs (which increases compression and decreases rebound), and most local riders will be happier with the Showas. Fast riders and National talents will need stiffer springs and revalving.

Let's not get misty-eyed about Honda's rear shocks. They haven't been very good in the past few years, and 1988 is no exception. The '88 Honda shock is hampered by typical poor production-line Showa damping, but is aggravated by Honda's **new rising rate** (designed for Supercross-style jumps). Honda riders are prepared to revalve their shocks, so the 1988 shortcomings are no surprise. The Honda has the least raceable suspension of all the 250s.

In a thumbnail: Suzuki and Yamaha have the best suspension packages in stock form. Kawasaki and Honda follow, in that order. If you plan to spend **beaucoup bucks** to respring or revalve the units, you can have good suspension on all of the bikes, but the Suzuki will continue to shine above the rest, no matter how much money you fork over to your suspension guy. •



Honda CR250R: After being the dominant 250 motocrosser for the last four years, Honda took the long fall out of the top spot. Even worse, it has fallen out of the top two (behind Yamaha and Kawasaki).

Kawasaki KX250: The green machine is the horsepower champ of the year. Awesome vibes from the bottom to the middle. Quicker delivery on the low end would help, but nothing beats raw ponies.

CARVING ELLIPTICAL ARCS

HANDLING: THE GOOD, BAD & UGLY

• For 1988 there are two good-handling bikes: one average handler and one bike with a few strange quirks. **Handling** is defined as the way the bike responds to the track; how it turns, jumps and feels. It is a function of, but not solely related to, frame geometry, weight bias, suspension setup, tires and track conditions.

Bob Hannah told us that the RM250 handled poorly in the past, and one of his main goals at Suzuki was to fix the **handling problems**. Bob tried, but failed. The RM dances all over the track. It pushes the front wheel through slippery turns and exhibits a disjointed feel in whoops. It is raceable, livable and consistent, but it isn't the best-handling bike on the track.

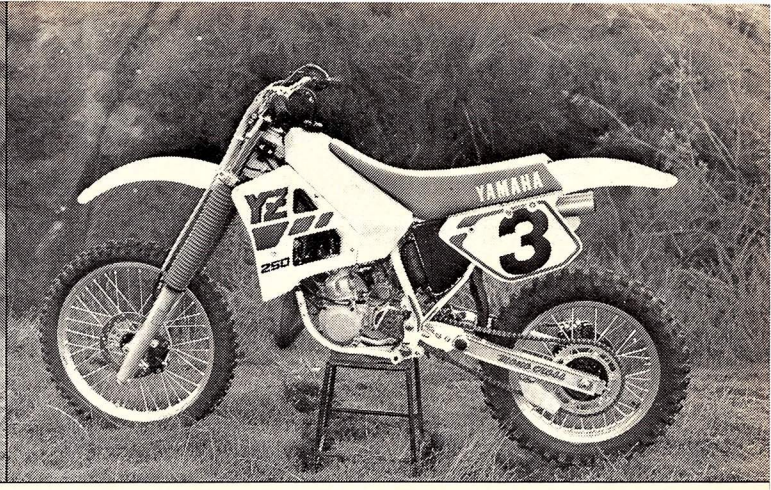
Kawasaki hasn't been taking any chances with handling over the past few years, and the result is a **conservative bike** that doesn't do anything exceptionally well (but avoids doing anything radically wrong at the same time). The KX is a bike with a big feel, and that, more than anything, gives it a solid, slightly sluggish performance base. The front end feels quick, but the rest of the bike keeps the handling at a nice, safe, average level. Decent, but not spectacular.

Yamaha worked very hard in 1988 to stiffen what has been a very **flexy chassis** over the last five years. The stiffening seems to have paid off in increasing the YZ's responsiveness. It is very quick around turns and slightly less stable at speed than in previous years. For all intents, it feels like a Honda. Crisp and accurate inside moves and a light, airy feel to the front of the bike. It is the first Yamaha that a rider can stay forward on.

Honda may have made some mistakes in the powerband and suspension of the '88, but the handling is superb. The CR is the best-handling motocross bike made, and the '88 model is better than any earlier CR. Increased stability has eliminated the **fabled CR headshake**, and the triple clamp offset mods have made the Honda the best bike to go fast on. It jumps, turns, responds and forgives. A great chassis.

In a thumbnail: Honda continues to produce the best-handling bikes made, but the **new and improved** Honda-style Yamaha isn't far behind. Kawasaki has passable handling with few glitches or kudos. Suzuki tried to put a Band-Aid on its handling inefficiencies. It helped eliminate the flopping pendulum effect of the front end at the cost of an inherent washout. Once you adjust to the RM peccadillos, it can work. •

Suzuki RM250: A good bike with excellent rear suspension, the Suzuki RM250 is competitive, but not omnipotent. Its worst flaw is poor handling, which can't easily be fixed with ready cash.



Yamaha YZ250: If looks could win races, the YZ250 would be on top of the motocross charts. But looks don't win races, so Yamaha went ahead and built a winning machine. In stock trim, the YZ is the best production 250 of 1988.

TALK IN THE PITS

WHAT THE TEST RIDERS SAID

• What do test riders say among themselves that never sees the light of day? What do they really think about the bikes they spend their lives riding? What would a fly on the wall hear at a post-test session?

"Man, that Kawasaki is *fast*. It wants to get away from you when it comes on."

"Yeah, but it needs to come on quicker down low. It spends too much time in that torquey low end. The low end needs to come on faster."

"Yamaha comes on the fastest. The power is instantly there. It makes all the power it's going to make immediately and then keeps that amount on until the mid-range. Then it falls off."

"It doesn't fall off. It *tails* off. It will still rev, it just begins to lose power. The KX falls off. Only the Honda keeps on revving."

"Except that it doesn't get up there fast enough, so you have to keep it in the high mid-range to make it work. That's okay on some tracks, but on that corner with the little double whoops after it, I couldn't get the CR *up and over*. The Yamaha and KX cleared it easily."

"I got the Suzuki over it, but couldn't keep up on the straights. It comes on strong, but the power is just *brappp* without enough everywhere."

"I like the Honda. The motor can be the fastest once it's *breathed* on."

"You're talking big bucks. Porting, head and pipe . . . probably $300."

"But it would be the best. Everything on the CR is sano. It's the best bike made. They last a long time and they don't fall apart."

"That's true, but if you spent that much money on any of them, you could win. Even Stanton beat everybody but Johnson in the 500 Nationals, and he was on a *YZ490!* It isn't the bike. It's the rider."

"If it was me, I'd get a Yamaha. They look neat, the motor is strong, and I like them."

"The Kawasaki has twice as much power and . . ."

"Honda can be . . ."

"Who ordered fried zucchini?"

"If we were forced to race them stock, I'd ride the Yamaha or Suzuki."

"Is that a diet Coke? This tastes like regular." • □

◄ How do they rate? Box stock, the Yamaha is the most raceable. Kawasaki is second. Honda is third, and Suzuki is fourth. A strong dealer, a few bucks on hop-up parts, or a bit of rider determination can switch the results drastically.

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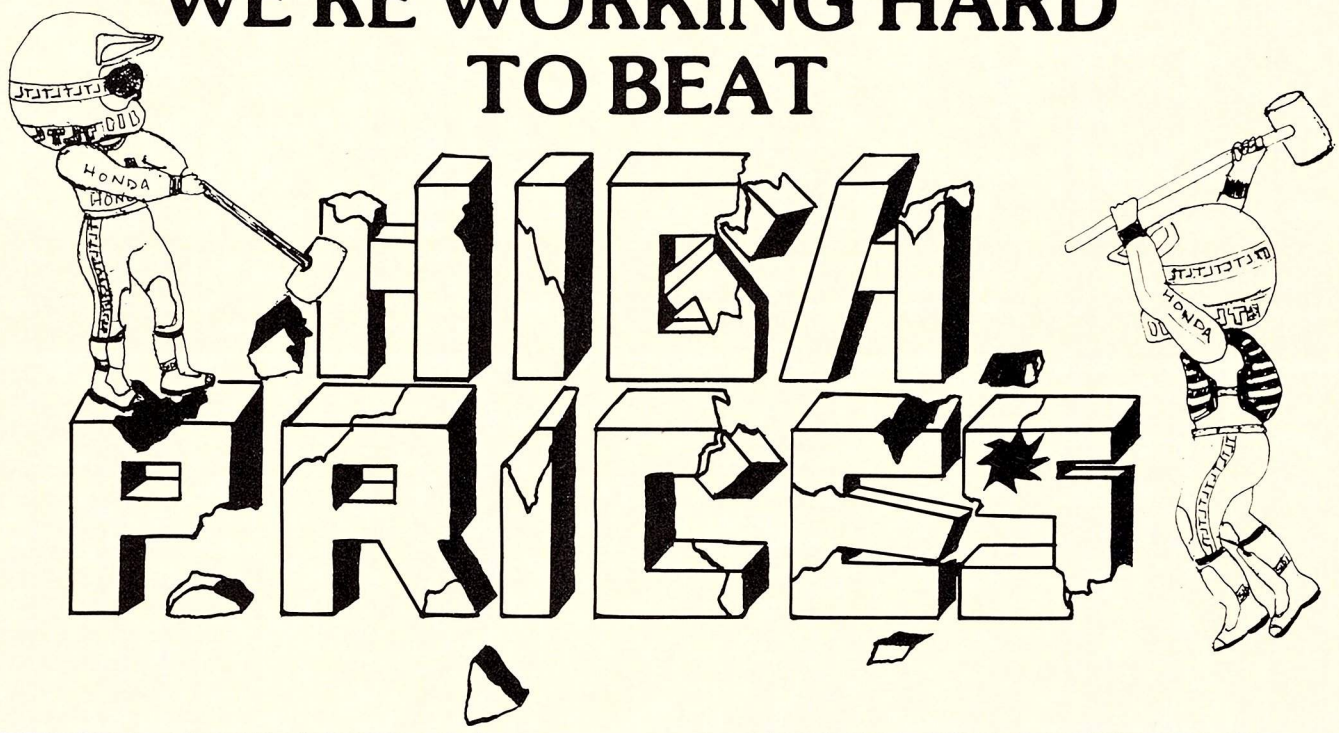

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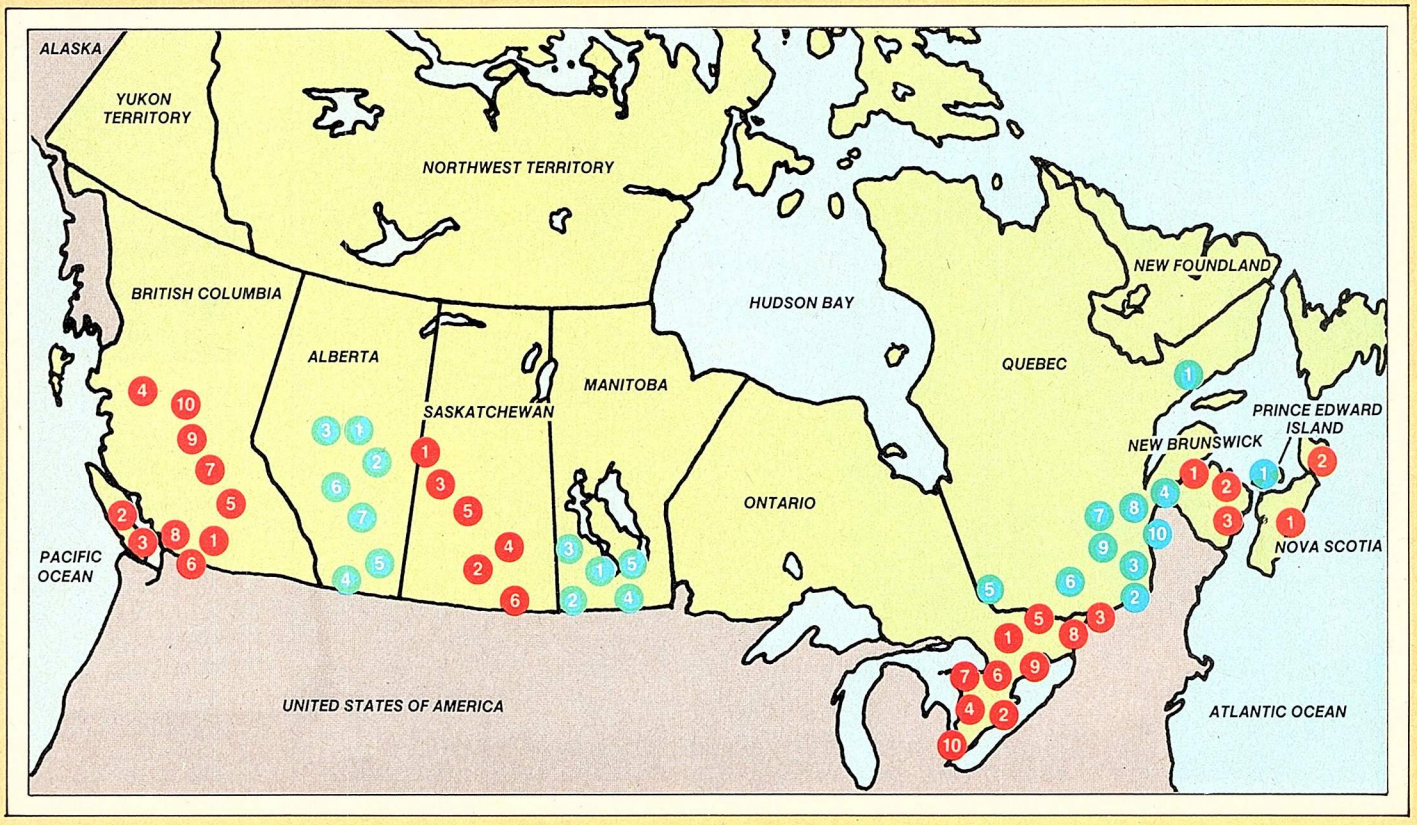
A GUIDE TO MOTOCROSS TRACKS OF CANADA



Racing with our friendly neighbors to the north

By Greg Barbacovi

☐ Despite what many Americans think, there is more to Canadian life than hunting deer and drinking Molsen Gold. Ross Pederson had to race some place in order to be crowned Canadian National Champ, so we contacted the Canadian Motorcycle Association (CMA), and received some invaluable assistance in compiling a map of Canadian motocross tracks. One thing you should keep in mind before heading off to a Canadian motocross event is to make sure they speak English. Some tracks, especially in the province of Quebec, use French as their primary language. Other than that, use this map to determine a track's approximate location, and then call the facility by using the chart below (all tracks are listed according to Province), and roost away! ☐

ALBERTA

1. Antler Lake, Ardrossan . . . . . (403)425-4331
2. Camrose Stadium, Camrose . . . . . (403)672-0283
3. Dirt Riders Track, Ft. Saskatchewan . . . . . (403)998-2084
4. Lethbridge, Raymond . . . . . (403)347-3388
5. Medicine Hat MX, Medicine Hat . . . . . (403)527-1766
6. Red Deer, Red Deer . . . . . (403)347-3388
7. Wild Rose, Carbon . . . . . (403)275-7772

BRITISH COLUMBIA

1. Aggassie, Hope . . . . . (604)796-9468
2. Alberni MX, Port Alberni . . . . . (604)248-6671
3. Duncan MX Track, Duncan . . . . . (604)390-2939
4. Houston MX Track, Houston . . . . . (604)845-2287
5. Kelowna, Kelowna . . . . . (604)860-3504
6. Little Rock, Aldergrove . . . . . (604)856-8810
7. Mission Flats, Kamallops . . . . . (604)376-6960
8. Mission Raceway, Mission City . . . . . (604)588-6162
9. 100 Mile House, 100 Mile House . . . . . (604)395-2065
10. Quesnel, Quesnel . . . . . (604)992-8550

MANITOBA

1. Austin, Austin . . . . . (204)637-2171
2. Brandon, Brandon . . . . . (204)775-0048
3. Portage La Prairie, Portage La Prairie . . . . . (204)857-7168
4. St. Jean, St. Jean . . . . . (204)746-8764
5. Winnipeg, Winnipeg . . . . . (204)633-2845

NEW BRUNSWICK

1. Bathurst MX, Bathurst . . . . . (506)546-9315
2. Riverglade, Riverglade . . . . . (506)382-3886
3. St. John, St. John . . . . . (506)635-1484

NOVA SCOTIA

1. Halifax, Halifax . . . . . (902)275-5867
2. Sydney, Sydney . . . . . (902)562-7029

ONTARIO

1. Bill's Hills, Wilberforce . . . . . (705)448-2924
2. Copetown, Copetown . . . . . (416)383-3569
3. Gartree Park, Cornwall . . . . . (613)534-2569
4. Hully Gully, Varna . . . . . (519)262-3318
5. Limoges, Ottowa . . . . . (613)749-2020
6. Mono Centre, Mono Centre . . . . . (416)877-2891
7. Moto Park, Chatsworth . . . . . (416)363-9035
8. Sand Del Lee, Ottowa . . . . . (613)831-2784
9. Shannonville Park, Shannonville . . . . . (613)962-7231
10. Wheatley, Wheatley . . . . . (519)825-7128

PRINCE EDWARD ISLAND

1. Green Bay, Green Bay . . . . . (902)569-4458

QUEBEC

1. Baie Comeau, Baie Comeau . . . . . (416)522-5705
2. Coaticook, Coaticook . . . . . (416)522-5705
3. Cookshire, E. Sherbrooke . . . . . (416)522-5705
4. Degelis, Degelis . . . . . (416)522-5705
5. Notre Dame du Nord, Notre Dame du Nord . . . . . (416)522-5705
6. Saguenay, Saguenay . . . . . (416)522-5705
7. St. Genevieve de Batiscan, St. Genevieve de Batiscan . . . . . (416)522-5705
8. St. Timothee, St. Timothee . . . . . (416)522-5705
9. La Tuque, Trois Riveres . . . . . (819)379-1931
10. Vallee Jonction, Vallee Jonction . . . . . (416)522-5705

SASKATCHEWAN

1. Lloydminster, Lloydminster . . . . . (403)875-3095
2. Moose Jaw, Moose Jaw . . . . . (306)693-7450
3. North Battleford, North Battleford . . . . . (306)446-4363
4. Regina, Regina . . . . . (306)545-0243
5. Saskatoon, Saskatoon . . . . . (306)492-4602
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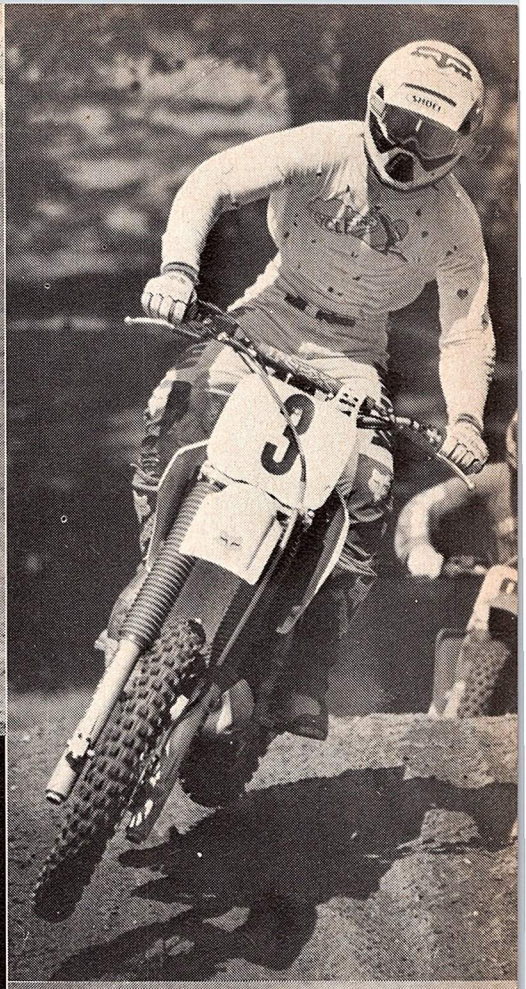
Paul Buckley



MOTOCROSS IN NEW ENGLAND

THE NESC's 10 FASTEST

Where motocross is still "down home"

☐ When most people think of New England, they think of quaint little villages and seaports, fall foliage and nasty winters. It is not often that the area is thought of as a motocross mecca. Yet New England remains one of the oldest vestiges of grass-roots motocross in the country.

The New England Sports Committee (NESC) is the governing body of racing in the area. It runs a highly professional series of Amateur championships, yet manages to retain that relaxed grass-roots atmosphere. There are ten different Amateur and Professional championship classes that run over two 18-week series in the spring and fall. The NESC racing is run circuit-style, on five different tracks, a separate track on each weekend.

The racing keeps its "down home" flavor by allowing overnight camping at the tracks. An average turnout is in excess of 300 riders and their families, and riders are drawn from the six New England states, as well as New York, New Jersey and Canada. The racers are also the beneficiaries of a large contingency program that is sponsored by Suzuki, Yamaha and Kawasaki. The three factories kicked in over $260,000 to both the Professional and Amateur ranks. The shop sponsorship system is also still alive, with a dozen shops fielding teams and offering contingencies, as well.

How good are New England racers? Good enough to be second only to California in the number of riders who will carry two-digit national numbers for the 1988 season (nine). Here are 30 of the fastest from the past, present and future.

(Top left) Blessed with natural talent, John Dowd has risen to the top of the NESC totem pole after only two seasons of racing. The Massachusetts native scored a 13th in his first National moto at Southwick. John is considered by many insiders to be the next dominating rider in New England racing.

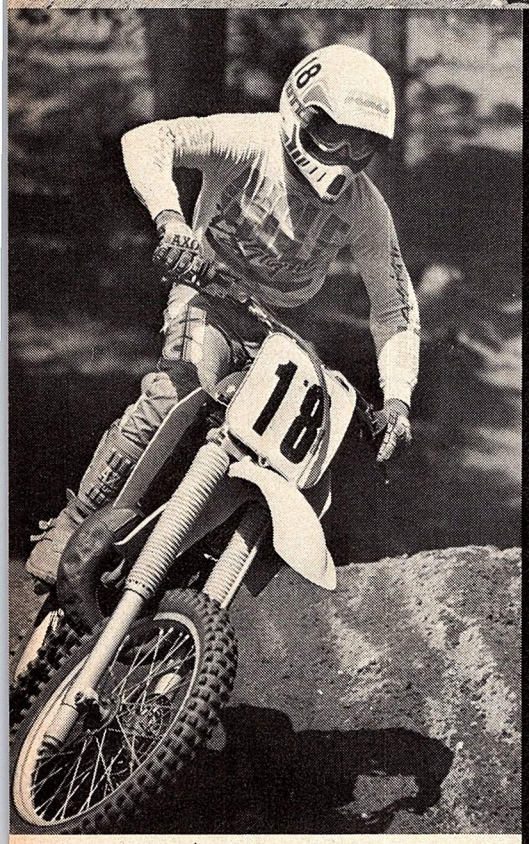
(Top right) Weymss Scott is a 30-year-old veteran of the NESC circuit. He has won five titles, all within the last three years, and attributes his recent success to his wife Carol. Weymss began racing in Pennsylvania against Bevo Forte, John Savitski, and Tony D.

◄ Rocky road: David Rudniki leads New England's finest through a rock-strewn Maine first turn. After seven years as the NESC bridesmaid, David won his first championship by winning this moto.

Cape Cod native Pat Barton is a multi-time New England Mini-Cycle Association Champion, yet he is still looking for his first NESC title. It shouldn't be long in coming. Pat has also had some success on the National circuit and will wear National Number 81 in 1988. ►

10 FASTEST

Paul Buckley



(Top left) Dave "Porky" Paquette has used his experience from racing Nationals to boost his speed and success at home. Dave has now become a threat to win the competitive NESC Championship series.

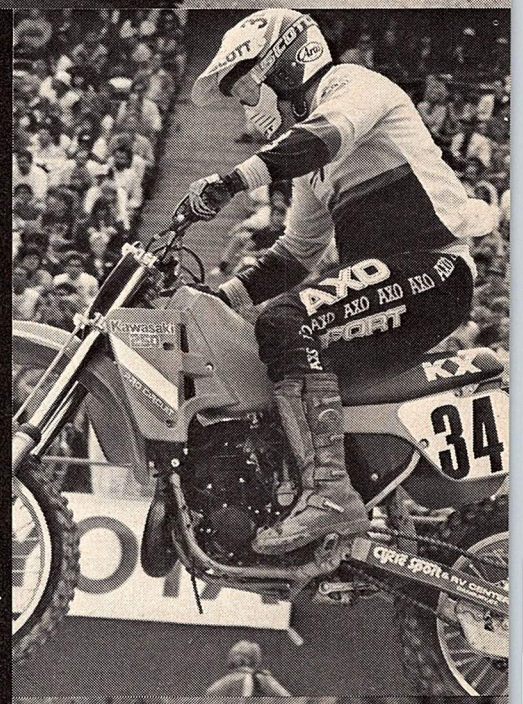
(Top right) Connecticut's Joe Waddington is the current king of NESC motocross. Joe is a seven-time NESC Champ, and one of only two riders to win four titles in one year. Joe will sport National Number 58 for 1988.

◄ Jim Meenan is the elder statesman, and most respected rider in New England. Jim has won 16 championships in his ten years of professional racing. He is the only other rider to have won four championships in a season.

New England's fastest and best-known rider is JoJo Keller. JoJo is renowned for his strength, large girth and personable nature. The Plymouth, Massachusetts, native won his only NESC championship in 1979. ►

Randy McCann is yet another of Connecticut's speedsters and rides for his family's shop, Mid-Town Kawasaki. Randy captured 16th overall in his first National at Southwick in '87. He also gained points in the 500 Class series to earn National Number 84. ►

◄ Connecticut's Bill "Badger" Dzielak has gained a reputation as New England's holeshot artist. Bill keeps the reasons for his holeshot success a secret, but it is reputed that he has his own starting gate in his back yard.



Paul Buckley

Paul Buckley

Paul Buckley

NEW ENGLAND'S 10 FASTEST

YESTERDAY & TOMORROW

PAST	*FUTURE*
1. Al Aldo	1. Dave Antonucci
2. Joe Bolger	2. Dave Fantini
3. Jimmy Ellis	3. Paul Goyette
4. John Finkleday	4. Doug Henry
5. Dick Gariepy	5. Keith Johnson
6. Mike Guerra	6. Tony Lorusso
7. Peter Lamppu	7. Ed Morse
8. Bruce Maguire	8. Gene Naumec
9. Charlie Vincent	9. Wally Silva
10. Glen Vincent	10. Pat Waitt □

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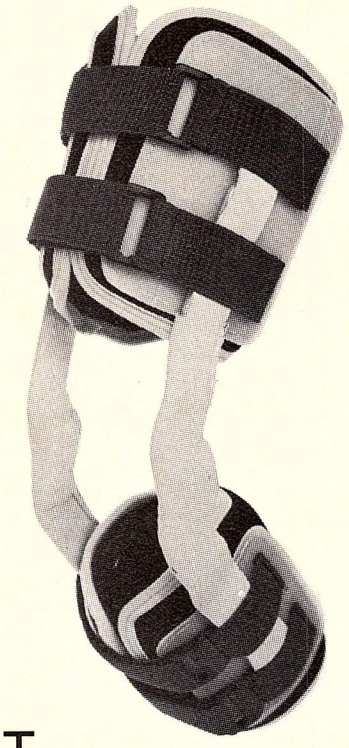

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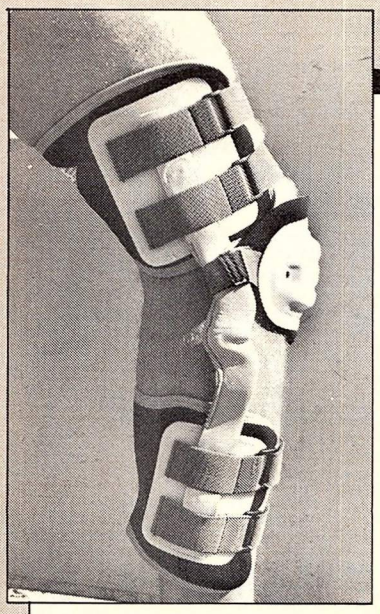
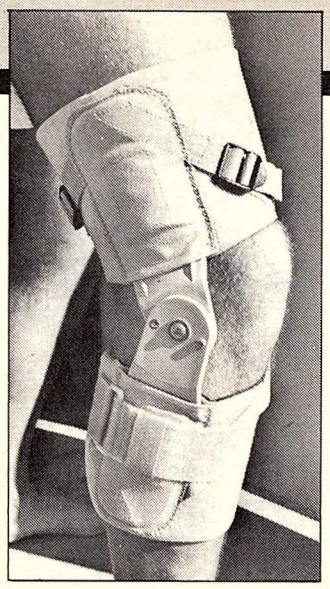
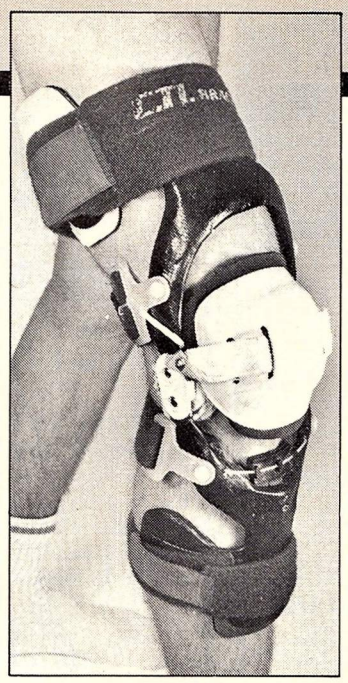


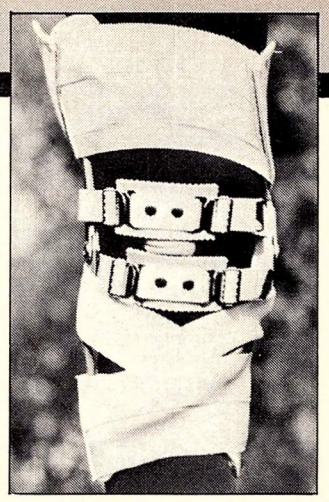
AMX 2 EVS brace: The AMX 2 is imported from France and has two lateral supports. The knee cup is an optional feature, and the brace has a metal frame wrapped in soft rubber neoprene. Contact Fairway Imports, 9903 Santa Monica Blvd., Suite #384, Beverly Hills, CA 90212; (213)652-8694.



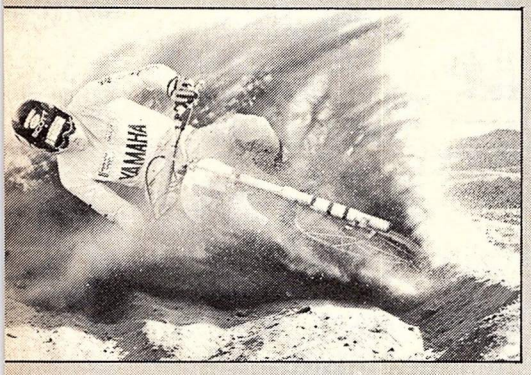
HT Racing brace: The HT brace is one of the more economical, at $129 a pair. It is a multi-purpose brace that comes in three sizes and weighs less than one pound. A ligament augmentation system provides bilateral support. Contact HT Racing, 413 Robinson Circle, Placentia, CA 92670; (714)993-5454.



With motocross in mind: Innovation Sport's C.Ti. brace was the first brace designed for racing. The braces may be awkward at first, but eventually you will have trouble riding without their support.



Brace of the stars: The Lenox Hill Derotation brace was developed in the '60s and has been used by celebrities Joe Namath and Burt Reynolds. It is custom-made and requires a plaster mold. Besides a Dural aluminum frame, the brace utilizes elastic-webbing straps, derotation straps and patella straps to aid in specific injury prevention. Contact Lenox Hill Brace, Inc., 11-20 43rd Rd., Long Island City, NY 11101; (718)392-3320.



If only then: 1980 Supercross Champion Mike Bell wishes that he used a brace when he was racing. After five knee operations, Mike was forced to retire. Busting berms can be hard on your knees, and with the available equipment, there's no reason not to prevent an injury.

☐ "I've always disliked knee braces. I'm the type of rider who hates even the least amount of hindrance or binding. I don't even like to wear chest protectors." Of course, while Johnny O'Mara was sharing these thoughts with *MXA*, he was lying in his bed recuperating from bilateral knee surgery after suffering damage to both knees in a practice crash. "The last crash was simple and slow, but it did a lot of damage. I should've been wearing my brace, but I'm stubborn and thought my knee was strong enough without it. Of course, now I have to wear braces on both knees, because besides hurting my one bad knee, I also stretched the ligaments in my left leg."

THE HARD WAY TO LEARN

Johnny O'Mara is just one of America's top racers who have suffered debilitating knee injuries. In the old days, riders such as Mike Bell, Darrell Schultz and Kent Howerton suffered from knee injuries largely because there was nothing that could be done to prevent them. But now there is, with the advent of high-tech braces designed specifically for the motocross rider. Jim Castillo of Innovation Sports is considered by many to be the man responsible for the knee-brace revolution, because he designed and built the C.Ti. knee brace. The C.Ti. brace is constructed of carbon fiber and titanium. It paved the way for a variety of other styles, all of which are the biggest step in preventive equipment since the helmet. Former factory Honda trainer Jeff Spencer says, "the technological and design evolution of knee braces has made them a basic form of protection. It is extremely important that riders begin to think about injury prevention. If a rider begins to use knee braces early in his career, he will not have problems with injuries later on. The braces definitely limit the severity of any injury."

A LOOK INSIDE THE KNEE

The knee is classified as a hinge joint. Flexion and extension are its primary movements, although limited medial (inward) and lateral (outward) rotations of the tibia (lower leg bone) can also occur. The configuration of the bones that constitute the knee joint make it structurally very vulnerable to injury, especially to its medial and lateral areas.

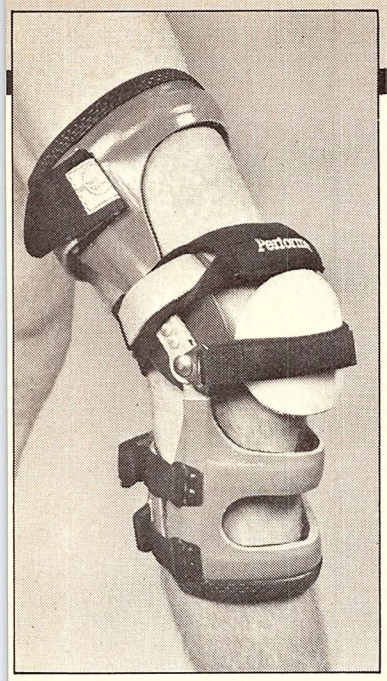
Most motocross-related injuries involve the medial collateral, anterior cruciate ligaments and the medial meniscus cartilage. Medial collateral conditions result when force is applied to the outside of the knee, causing the inside to give way. Anterior cruciate injuries result from knee hyperextension. The medial meniscus cartilage is structurally related to both of these ligaments, and when an injury occurs, either one is damaged. Damaged cartilage is most often removed by a procedure known as arthroscopy. Arthroscopy is an amazingly simple operation when compared to the slice-and-dice method of old. However, it still requires a good deal of careful recuperation and therapy to overcome. The purpose of a knee brace is not to guarantee the simpler arthroscopy for an injured knee, but to avoid an injured knee altogether.

A LESSON LEARNED

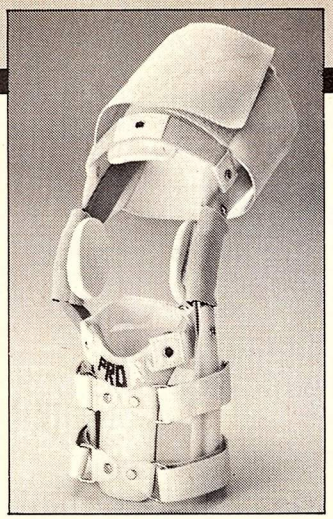
There are two types of braces available today: those that are expensive and those that are less expensive! The former are prescription devices which are custom-designed for the individual rider's knee. The latter are those which have a universal application and do not need a doctor's prescription. Regardless of the cost, Spencer is quick to remind any racer that "the cost of the braces is insignificant in relation to the function they play in keeping a rider's knees healthy. Besides, racing is only one portion of a rider's life; he should consider future involvement in recreational sports during the rest of his life."

BRACE YOUR KNEES FOR FUTURE SHOCK

The new wave of knee injury prevention & maintenance



Something new: The Ortho-Tech brace was designed specifically for racing, with the help of MXA. Like the other prescription braces, Orth-Tech offers convenient billing through medical insurance.



Pro-Am brace: The Pro-Am brace has a poly-centric hinge which offers five precise extension stops. The braces are available by prescription and require a plaster cast for precise fitting. Prices start at $650 and up, depending on the amount of additional medical care required. Contact Pro-Am Brace, Inc., 1032 Commonwealth Ave., Boston, MA 02215; (800)344-4027, (617)731-6116.

Knee braces are more than a fashion statement or a sign of a rider's affluence. They are an integral part of a motocrosser's protective equipment. "I ride with my knees against the tank, and I couldn't feel the tank with a knee brace on. After 20 years of riding, it felt really different," says O'Mara. "Back then, I had a choice about wearing braces and, unfortunately, I don't have a choice anymore—I have to wear them on both knees. I just wish I had been wearing them the whole time I was racing, because I wouldn't be having the problems I'm having now. Everybody should wear braces—that's my testimony."

IN THE BEGINNING THERE WAS...

INNOVATION SPORTS C.Ti. KNEE BRACE

• The C.Ti. brace is to the sport of motocross what Mercedes-Benz is to Beverly Hills: a household name. Not since Metzeler dominated the tire market in the '70s has a single product been so successful with the buying public. The C.Ti. knee brace has been just as successful with the non-buying public, since most of America's top riders, including Rick Johnson and Jeff Ward, use them. The brace was created by the Castillo brothers—Jim and Ed—when Jim suffered a knee injury and was not impressed with any of the knee braces currently on the market. They realized that in order to find a brace that would accommodate the rigors of motocross, they would have to make it themselves. The brothers spent months talking to aerospace engineers about high-tech materials and talking to countless orthopedic physicians about the intricate workings of the knee.

WHAT DOES C.Ti. MEAN?

C.Ti. stands for carbon/titanium, which are the two major materials used in manufacturing the brace. These materials are utilized for their high strength to low weight ratio—the C.Ti. brace weighs only 16 ounces. Innovation Sports also offers the brace in two other versions: the 15-ounce Super-light, which is intended for normal non-impact activities, and the Standard, which has ten percent less graphite and smaller pads than the Pro-Sport model, and is intended for all rigorous non-contact sports. The Pro-Sport model is the brace used for motocross, and it is extremely sturdy. The tibial member of the brace acts as a shinguard, which makes the standard shinguards that come with most racing pants obsolete. One of the C.Ti.'s more interesting features is the ACL (anterior cruciate ligament) Cable System. This option is prescribed to provide maximum anterior cruciate ligament protection in order to compensate for a lax, torn or missing anterior cruciate ligament. The cable system works by applying pressure on your tibia, which in turn prevents it from moving in a direction that would strain the ligament. This is one of the most common injuries suffered in motocross.

Innovation Sports' C.Ti. brace has been refined over the years to accommodate advances in knee technology, and it is now one of the most popular. The optional ski-boot attachment has also made the brace a big seller in the ski world. The braces may look strange, but look around the pits and you'll see them everywhere—they work. Protective apparel has brought motocross out of the dark ages in terms of injury prevention. If you're serious about racing and even more serious about staying healthy, you should be wearing knee braces the next time you race. For more information on the C.Ti. knee brace, contact Innovation Sports, 7 Chrysler, Irvine, CA 92718; 1(800)222-4CTi nationwide, and 1(800)331-5491 within California. •

THE EVOLUTION OF A KNEE BRACE

MXA & ORTHO-TECH SHARE THE PAIN & GLORY

• "I had never even thought about motocross as a possible market for our brace until we were flying home from a ski race in Colorado last March," said Ortho-Tech's Rusty Rothenberg. "We were discussing a new brace when the guy sitting next to me showed me a story in *Motocross Action* on Jim Holley and asked if we were the same brace company that Jim was using. Needless to say, we weren't amused, but it did get us interested in the sport. Once back in Los Angeles,

(continued on page 103)

CMC/DODGE TRUCK
TRANS-CAL SERIES

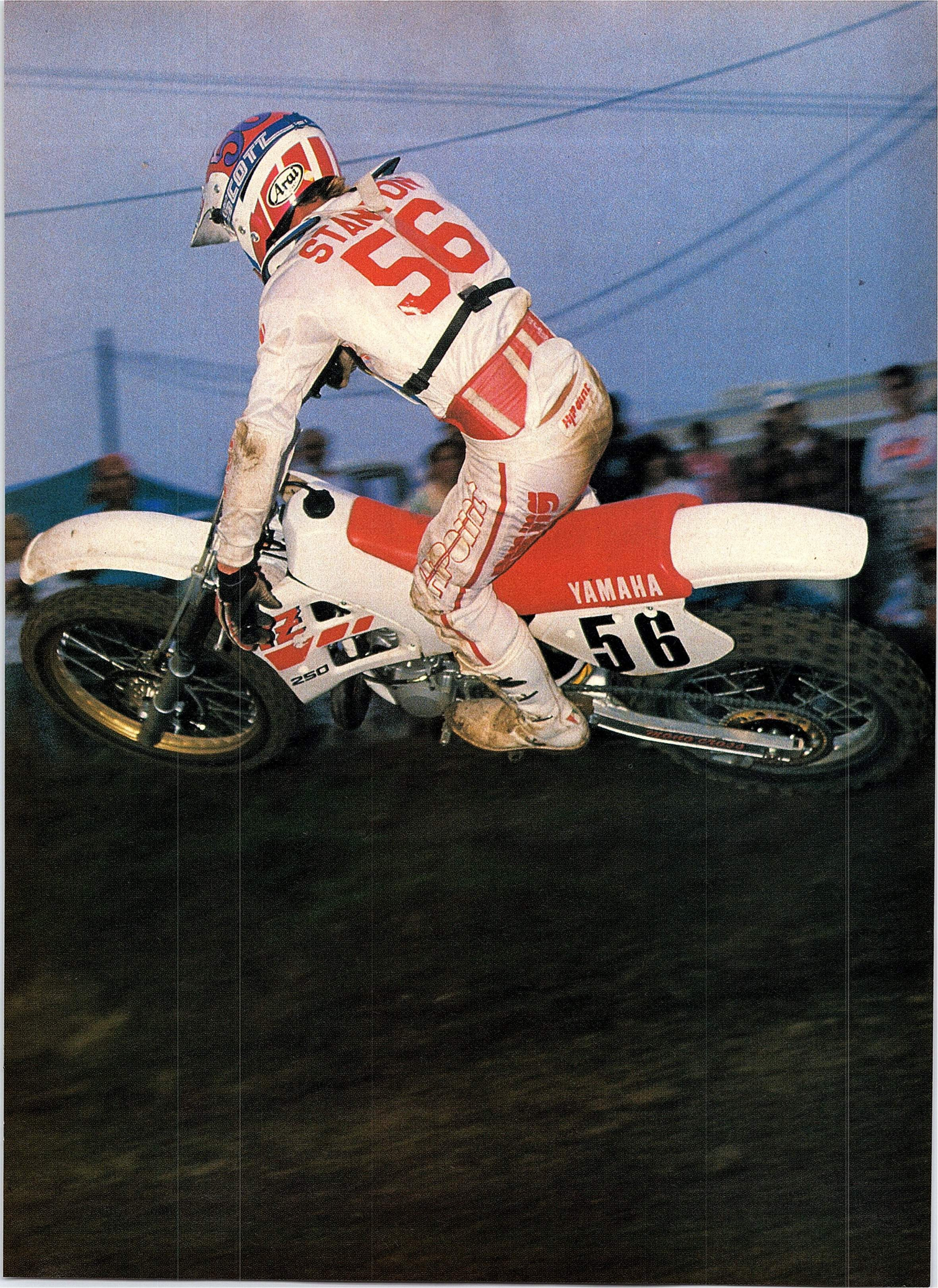
CALIFORNIA'S ENDLESS SUMMER MOTOCROSS CIRCUIT

Never say die: Kawasaki support rider Bader Manneh (6) had a disappointing year racing the Nationals. He returned at the Trans-Cal to finish second overall in the 125 Class with three wins. Chris Young (49) finished third overall.

The new faces of motocross

☐ "It just loaded up. What a lousy way to end a series," lamented top 125 Intermediate Erick Hilton's father, Doug. After seven long weeks of racing up and down the state of California, the Trans-Cal Championship for Erick's class came down to the final moto at Carlsbad Raceway. Erick went into the final race with a slim five-point advantage over fellow Yamaha rider Steve Lamson and a heavily taped leg full of torn ligaments. Erick had trouble walking, but he was determined to win the Championship. The atmosphere was extremely tense as the starter's signal brought the bikes to life—all the bikes except Hilton's. At the two-minute mark, the gate dropped and Lamson was away in second place, with Hilton in dead last as he and his father pushed the bike down the start straight. Erick made a valiant attempt and moved himself up to 13th, while Lamson cruised to a second overall and wrapped up his second championship of the series. Under a quickly fading sun, the Hilton pits were a somber contrast to the celebratory mood surrounding the Lamson

Getting warmed up: Yamaha's Jeff Stanton flew out from Michigan to take in the California sun and test the '88 race bikes. When Jeff went back to Michigan, he broke his arm practicing. Jeff wishes he'd stayed in California. ►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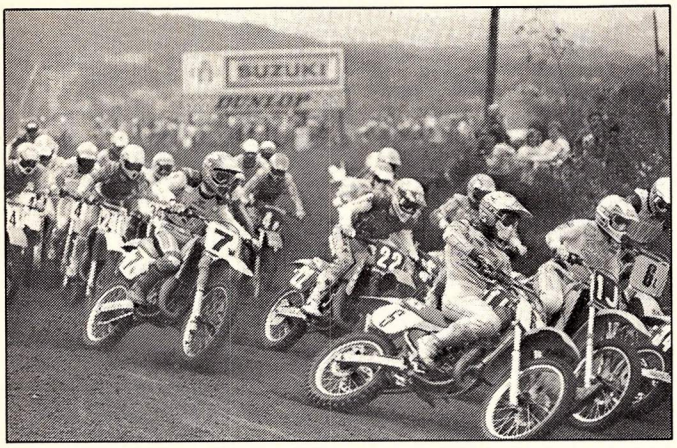
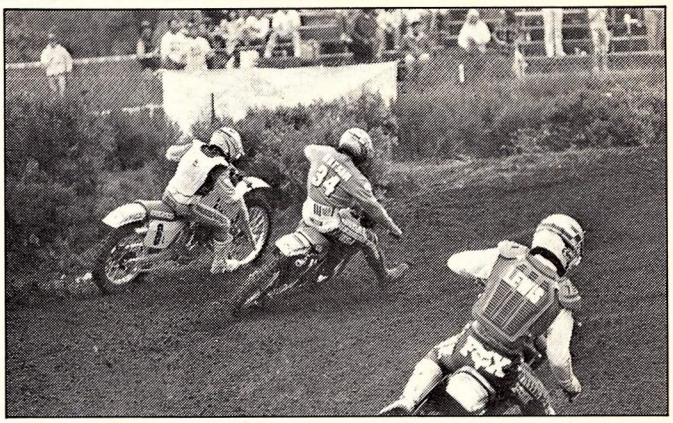
ENDLESS SUMMER



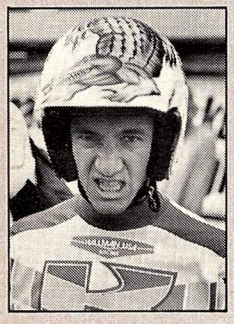
Hot and heavy: Despite its late start in the year, the Trans-Cal series still brought out hundreds of riders for each race. The Pro classes had limited entries and payback, which upset many of the riders, but the Sportsmen enjoyed a bounty of contingency prizes.



Waiting in the wings: Many riders use the Trans-Cal as their parting performance for the year, hoping to get some factory recognition. For riders like Jimmy Gaddis (6L), Dean Matson (34) and Kyle Lewis, their performances can make the difference between getting support or not.

LOOKING FOR BETTER DAYS

BADER'S BAD LUCK



◄ Bader the gator: Bader Manneh came on strong in the Trans-Cal series, showing the speed that got him a factory ride with Kawasaki in '87. Unfortunately, it came too late in the year to guarantee a new contract.

• ***MXA:*** *There were a lot of pre-season predictions that had you as a top finisher in the 125 Nationals. What happened?*

Bader: I started '87 with a Golden State series win and was confident I'd do well. Unfortunately, I dislocated my shoulder and then broke my wrist before the Supercrosses, so between the two injuries I was never in good shape. I just couldn't come back fast enough.

MXA: *Did you feel a lot of pressure when you weren't doing well?*

Bader: In the beginning of the year I thought I'd be untouchable—until I got hurt. Kawasaki was depending on me to do well in the 125 Class, but I did lousy. I was disappointed because I knew they were disappointed. I'm starting to deal with it now, because I've realized that there will always be another day to come back.

MXA: *What are your plans for 1988?*

Bader: At this point, I'm not sure who I will ride for. At the last National, Roy Turner said that if I could still ride 125s in '88, I'd have a ride, but now I hear they're going to go with Jeff Matasievich. If I have to quit and do something else, I will, but right now I still want to race and give it 100 percent. At this point it's a big decision whether or not to keep racing if I don't get any support. It might be time to start another career. •

Up and comer: Mike Keidrowski is a typical hard-charging Pro rider who travels almost every series in search of fame and glory. The Team Green rider got his glory when he won the final 250 race at Carlsbad, California, after an incredible dice with Larry Brooks.

family's box van. "Losing the Championship doesn't upset me as much as how I lost it," said Erick as his father carefully removed the boot from his son's sore and swollen leg. "It's really disappointing after all that hard work, but I guess that's racing."

FROM JANUARY TO OCTOBER

And so ended another California series in which hundreds of riders and their families come out to do battle in what has become the essence of California racing. Racing calendars are now drawn up around a handful of series which cover the whole state for up to two months at a time. Series racing seems to give the riders a sense of purpose that is lacking at a normal weekend race. Though factory participation was down from past years, the Sportsmen turned out in droves (the highest number of riders at a single race was 741) to once again prove that they are the backbone of the sport and ready to race! Most racers appreciate the added exposure to sponsors that the series brings them, and every win is considered all the more prestigious. The Trans-Cal also acts as a breaking-in and testing period for the new bikes, as riders get prepared for the Golden State series, which runs in January and February. Then there's the Spring Classic series, followed by the Pac-West series, which precedes the Summer series that comes before. . . □

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Trevor Meagher . . . . . Yam

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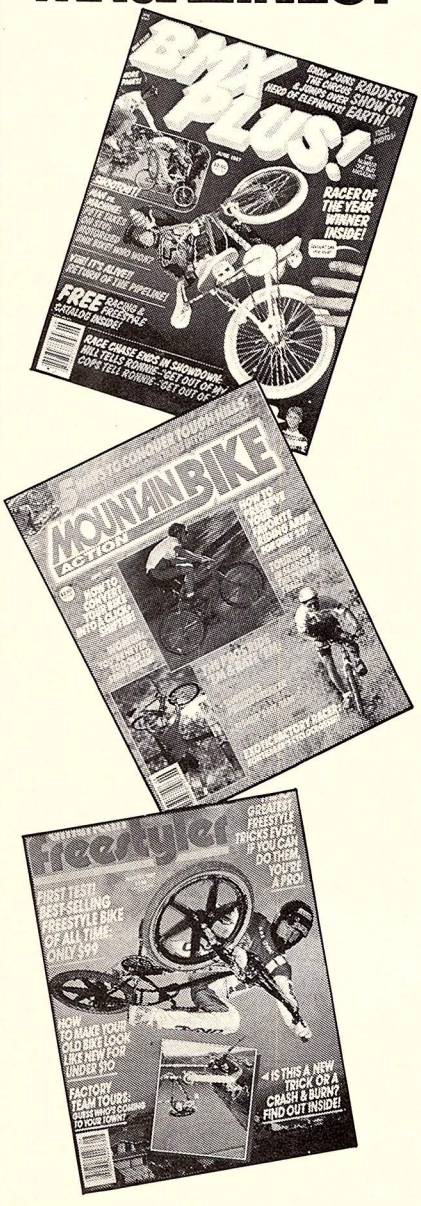
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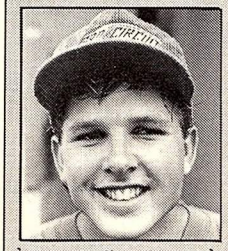
ENDLESS SUMMER

TIM WHITLOCK

AGE: 19
HOMETOWN: Costa Mesa, California
SPONSORS: Pro Circuit, Dad
COMMENTS: "The Open class went really well for me, but it was still close, because I won the title by only two points. I separated my shoulder in the 250 Class today, so I had to race the final 500 moto in a lot of pain. The seven weeks of racing was really fun, and I don't think it was too long at all,

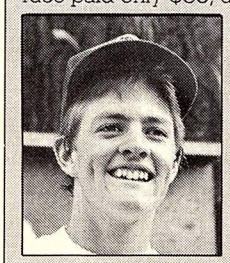


◄ No pain, no gain: Tim Whitlock captured the Open Intermediate title after riding the deciding moto with a separated shoulder.

because it tests a rider's ability to keep himself and his bike together. I worked all summer to save up for a new bike, so the seven weeks also gave me the chance to make up for all the days I missed. After the Golden State series, I plan to turn Pro. That's the best part about racing a series—it can give you some good exposure to help get sponsors. The series brings out the best riders in the state, so when you win, you know you've beaten the best."

TY DAVIS

AGE: 18
HOMETOWN: Hesperia, California
SPONSORS: Honda, Malcolm Smith, PJ-1, Renthal, Brett Leef Tuning, Scott USA
COMMENTS: "The key to winning is being consistent; I always finished in the top four. The competition was tough at each race through the whole series. I would've preferred having only five races, because seven drag on for a month and a half. The worst part was the payback. Third place at one race paid only $35, and with the amount of



◄ It worked: Ty Davis has been a Honda support rider for two years, but that will probably change for '88. After winning the 125 Trans-Cal title, the factories started calling.

traveling we have to do, it doesn't make sense. The overall Sportsman Champions get motorcycles, and the Pros get a jacket. It was really just too competitive to pay only the top six riders. Even though the factories weren't here for the series, it's still the last chance for getting a better ride for '88. If it weren't for the outside contingency money, riding the whole series would be hard. For me, Renthal's contingencies made the difference between making money and losing money. Next year I'll be riding the Western Supercrosses and as many Nationals as possible. I can't wait!"

STEVE LAMSON

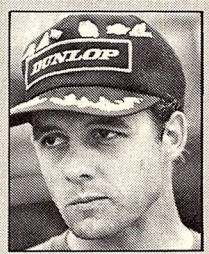
AGE: 16
HOMETOWN: Orangeville, California
SPONSORS: Yamaha, PJ-1, ATK, O'Neal, Pro Circuit
COMMENTS: "I won both the 125 and 250 Intermediate Championships—I feel great! The 250 Class was my best, because I won five races, but the 125 Class was a lot harder. I turned Intermediate at last year's Trans-Cal, so I'm real happy to have come this far in just a year. This was my last race

◄ Next in line: Steve Lamson is the fastest rider to come from Northern California since Darrell Schultz and Danny Chandler.

as an Intermediate, and I'm really looking forward to turning Pro. I think I'll do well in the Pro class because I'm into racing 100 percent and all I want right now is a factory ride. Racing two classes for seven weeks was difficult, so winning both classes was a big achievement for me and my family. My dad does all the work on my bikes, so all I have to do is train and race. I'm glad I didn't have to stay in the Intermediate class for a long time before I started winning. It was a good series."

TOMMY WATTS

AGE: 23
HOMETOWN: Shelbyville, Kentucky
SPONSORS: Kawasaki, Simons/Ohlins, Arai, Scott, Devol, HRP, Pro Circuit, Knobby Shop International
COMMENTS: "I decided to race the Trans-Cal to impress the factories, but it isn't working. I finished fifth in the 500 Nationals, only 13 points out of third, which made me real happy. I wanted to show that after the Nationals I could still charge. Nobody's called,



◄ The Kentuckian: Tommy Watts is one of the friendliest riders on the circuit, and he made friends with the Amateurs who sought his advice.

and I just keep getting the run-around when I call. At this point, I've got nothing lined up for next year. I gave it my best shot this year, so if nothing happens I'll probably go back to school—I've done my best. It's been a tough series. The Pro payback is a complete joke. They've been getting over 500 riders at every race with at least a $25 entry fee; someone's making a lot of money, and it's not the riders! For a big series like this, there should be a guaranteed purse and not just 100 percent payback. There should also be less traffic in California—it's terrible!" □

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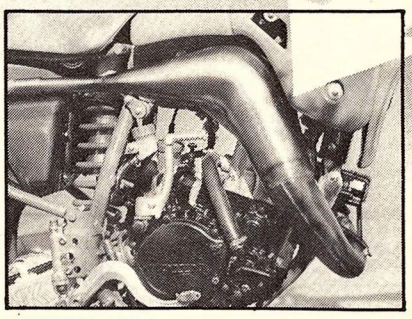

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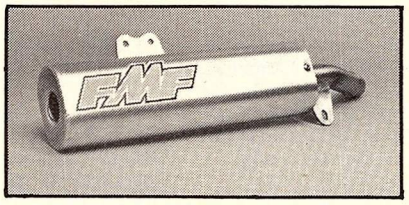

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MOTOCROSS ACTION MAGAZINE

STATEMENT OF OWNERSHIP MANAGEMENT AND CIRCULATION
(Required by 39 U.S.C. 3685)

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Paid Circulation (Sales through dealers and carriers, street vendors and counter sales)	67,428	74,626
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Total Paid Circulation	92,174	98,418
Free Distribution (Sample copies, etc.)	859	857
Total Distribution	93,033	99,275
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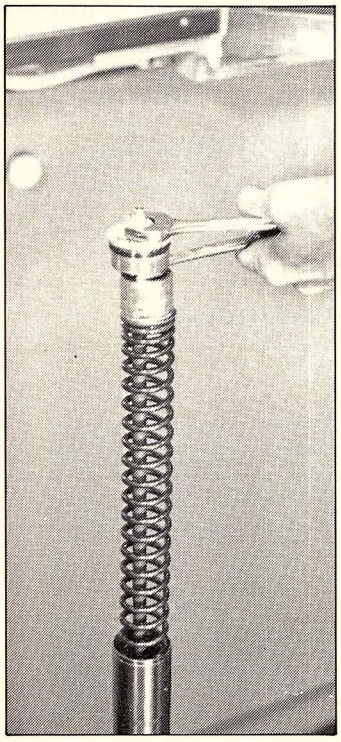
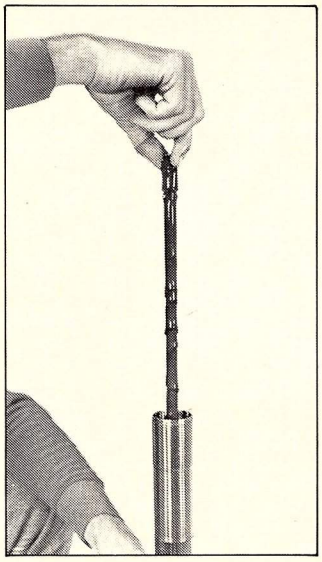
Total	**193,303**	**194,522**

I certify that the statements made by me above are correct and complete.
Roland S. Hinz, Publisher

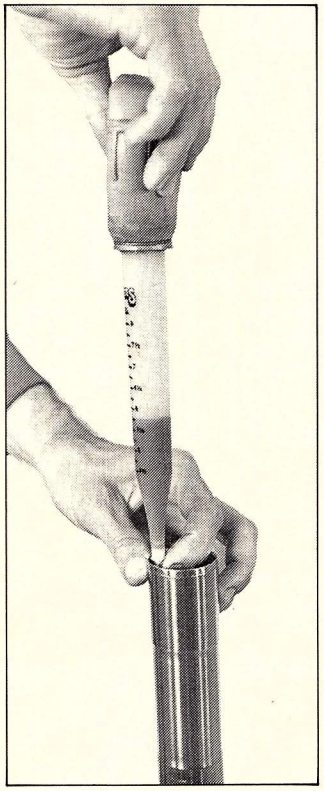
HOW TO CHANGE CARTRIDGE FORK OIL



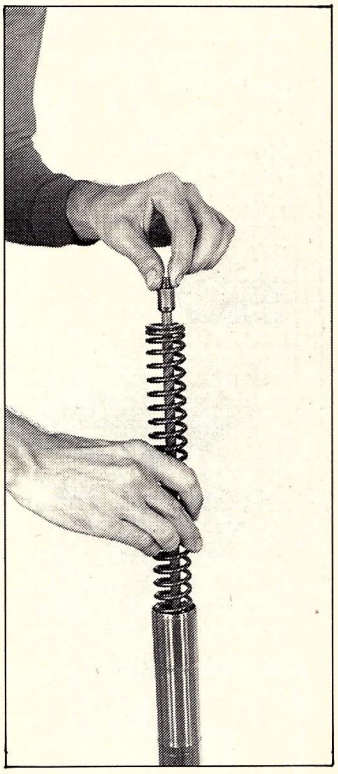
Start out right: Using the right sized wrenches (avoid channel locks or Vice Grips), loosen the fork cap from the fork tube and let the tube compress. Disconnect the cap from the cartridge rod and pull the springs and spacers out together as a set because sometimes the springs are different lengths and the spacers are cut to accommodate them individually.



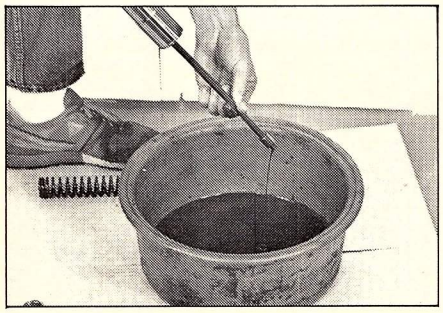
Let it bleed: With the fork tube compressed into the slider, fill to the top with factory-recommended oil or the equivalent. Pump the tube several times until you hear no more air coming out, and then refill again and pump a few more times. Next grab the cartridge rod and slowly pump it, letting oil flow out the top bleed hole until consistent oil with no air comes out during the whole stroke. Stroke the fork tube a few extra times to guarantee that it's been fully bled. The 1988 CRs will bleed internally, so pump until damping is felt through the full stroke, with no free spots.



The fun part: Collapse the fork tube and set the oil height by using a suction device (Simons fork-oil-level gauge) to draw oil between the tubes. You might have to add a piece of tubing to the end of the gauge so it will reach down past the cartridge rod, so measure oil level from the end of the hose.



Almost done: Once the oil height is set, pull the cartridge rod all the way up, quickly drop the springs and spacers and grab the cartridge rod before it drops below the spring. Screw the cap back onto the cartridge rod and tighten it. Then pull up the fork tube, screw it together with the cap and lightly tighten.



The oil crisis: After draining the oil from the inside of the fork leg, pull out the cartridge rod and pump it until the oil is completely bled from it, too. Owner of 1988 CRs must also drain the fork tube by pumping it, but they must turn the forks right-side up and drain the cartridge-rod oil from the drain plug located on the bottom of the fork leg by pumping both tubes simultaneously.

It's not just a Honda problem anymore

☐ Everybody has this idea that as motorcycle component design gets more advanced, the job of taking care of the equipment becomes easier. Sort of like the self-cleaning oven your mother bought years ago. Unfortunately, that is not the case. Although suspension components have become easier to adjust, the internal workings have become more refined and in need of constant care. Cartridge forks are an example of how things have gotten better, but not any easier. Unlike the forks of old with springs and damping rods, cartridge forks have a sophisticated stack of washers which control the flow of oil as the forks go through their compression and rebound action. The dirtier the oil, the harder it becomes for it to be squeezed through the washers—this has a profound effect on the forks' ability to work as they were intended. Also, unlike the pre-cartridge forks, changing the oil requires more than just turning the legs upside down and letting all the oil drain. It is crucial that the cartridge system be carefully bled to avoid air bubbles which will not allow the forks to work correctly. Cartridge forks are a superior working design—only if they are taken care of. *MXA* suggests that serious racers change the oil every three races for optimum performance. Motocross riders have finally gotten the forks that only the factory guys used to have, so do do yourself a favor and take care of them. ☐

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Johnny O'Mara
Consultant, One Stop Brace Shop/
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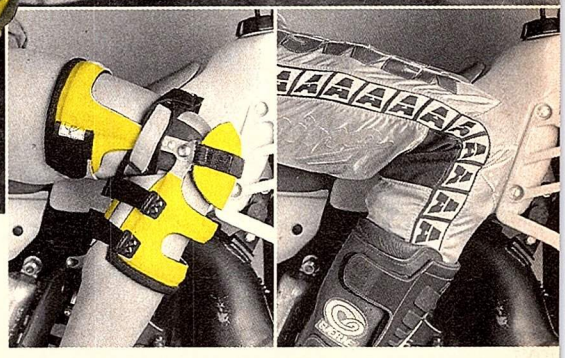

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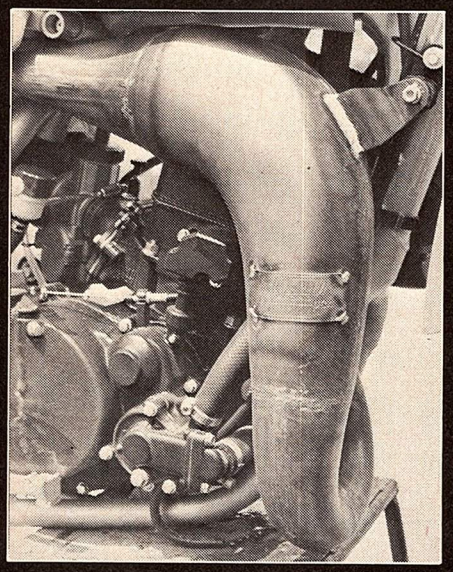
1987 MXA/NISSAN RIDER OF THE YEAR

The Bad Boy now has the world's most expensive bookends

☐ How did Rick Johnson win another *Motocross Action*/Nissan pickup? Easy, Rick is the world's best motocross rider—bar none. No other rider dominated the sport in 1987 like Rick did, and the most unbelievable part is how easily he did so! From the Gainesville, Florida, 250 National, to the Dallas, Texas, Supercross, to the Hollister, California, USGP, to the Axton, Virginia, 500 National, to the Unadilla, New York, Motocross des Nations, to the Dutch Supercross, Rick Johnson was a winner. Winning both the 250 and 500 National Championships, the USGP and leading the American team to victory at the muddy des Nations race in New York, Rick Johnson proved that he is the world's best.

And what better way to show off that fact than for Rick to drive around in the sport's biggest trophy—a Nissan Hard Body 4×4 King Cab pickup truck! Rick displayed the talents of a real champion all year long, and we at *MXA* are proud to have him as our rider of the year. Not just an outstanding rider, the Bad Boy is a true ambassador for the sport, as well. Motocross is definitely better off because of his determination and good will. Honda's star rider has carved his niche in the history of motocross, and it could be a long time before the chisel is passed on to anyone else. Congratulations, Rick, and good luck in '88. ☐

Tricks From The Trade



PRO CIRCUIT RACING

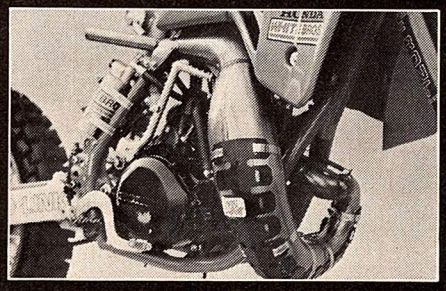
FUNCTION: Mitch Payton is a mechanical wiz. He could build a Whizzer moped that could clear double jumps. Pro Circuit pipes have turned Beginners into Intermediates, Novices into National Pros, and even made *MXA* test pilot Larry Brooks go back to high school. You can order by phone for models as early as 1984. Prices run about $148 for most models, and the Pro Circuit sticker on your fender will make the competition weep.

CONTACT: Pro Circuit Racing, Dept. "Is Bones There?" 4212 E. LaPalma, Anaheim, CA 92807; (714)993-5401.

KRAUSE RACING

FUNCTION: Vic Krause is the man with the answers. Vic stays busy in Illinois making pipes for the Big Four motocross bikes and KTM. His warehouse must be huge, as he stocks pipes dating back to when the USA used to lose the MX des Nations! He also has some units left over from the period of 1973 to '79, but call first to make sure they're still around.

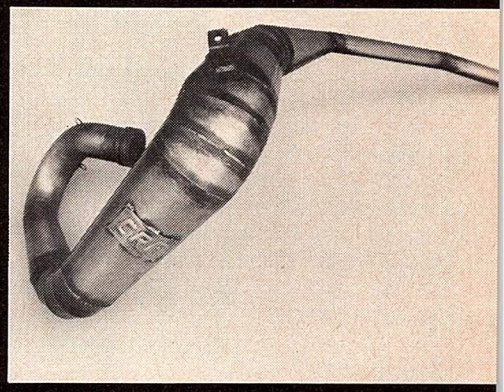
CONTACT: Krause Racing, Dept. "When Did We Lose?", 111 Fairbanks, Addison, IL 60101; (312)543-6696.



BANZAI BROS. PIPE SKID

FUNCTION: Two Japanese slam dancers from Eagle Rock, California, developed this form of pipe protection by experimenting with different materials and shapes strapped to their legs during punk rock concerts in Hollywood. MXers will want the lightweight aluminum model, and riders who dodge tree stumps, large dogs and boulders should go for the heavy-duty 14-gauge steel model. They're designed to protect most 60cc through Open pipes, and a four-stroke unit has just come out, too. Prices are between $34.95 and $44.95.

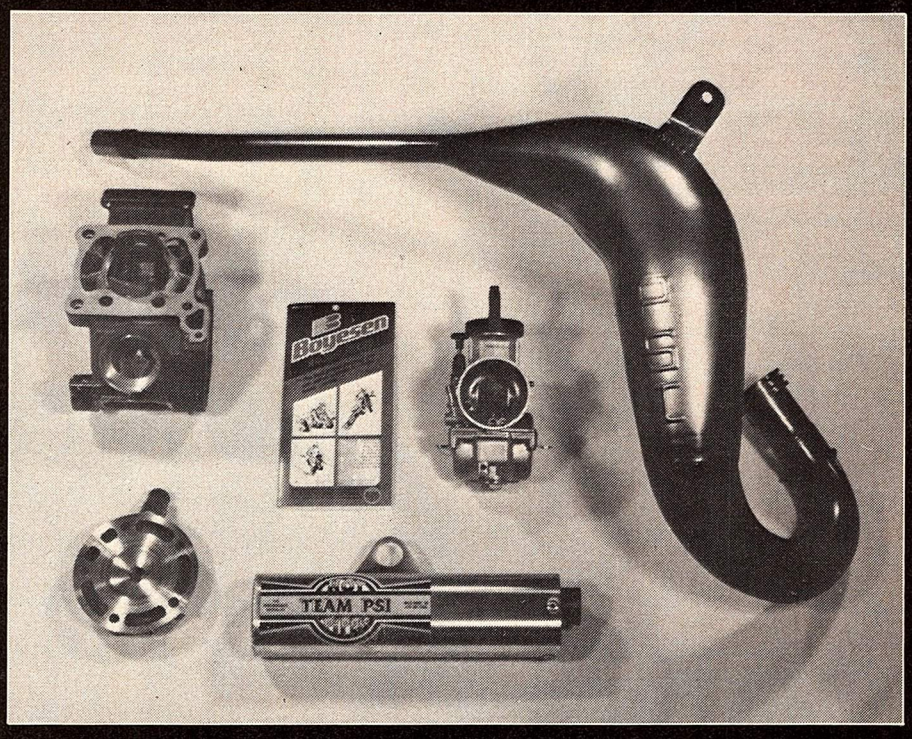
CONTACT: Banzai Bros. Racing, Inc., Dept "Punk Not Dead," P.O. Box 41457, Eagle Rock, CA 90041; (213)256-4922.



CROTCH ROCKET FACTORY

FUNCTION: Vintage class racers love the boys at CRF. They boast of production pipes dating back to 1974. Prices are reasonable, ranging from $139.95 to $149.95, and they stock KTM as well as the Big Four factories. CRF's 30-day unconditional money-back guarantee should calm any mail-order jitters you might encounter.

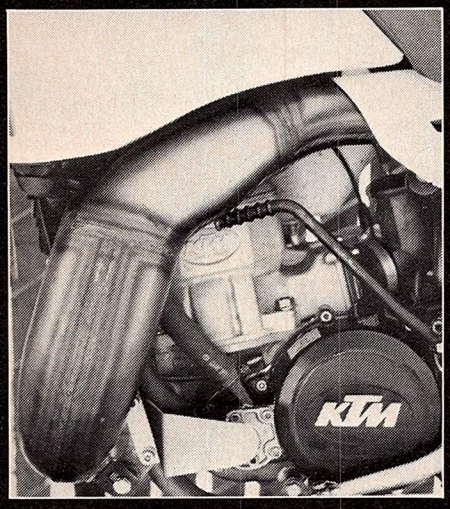
CONTACT: CRF, Dept. "I Love My Vintage Bike," P.O. Box 2084, Goleta, CA 93118; (805)683-1745.



PSI HOT PIPE

FUNCTION: Wild Rose, Wisconsin, is not world-famous for its exciting night life. Maybe that's why the PSI engineers have so much time to test and manufacture such good pipes. Their inventory goes back to 1983 for the Big Four Japanese factories and even includes a model for Kawasaki 60cc minibikes. PSI Hot Pipes sell for between $139 and $149. Head mods, engine porting, silencers and various other machine-shop services are also available upon request.

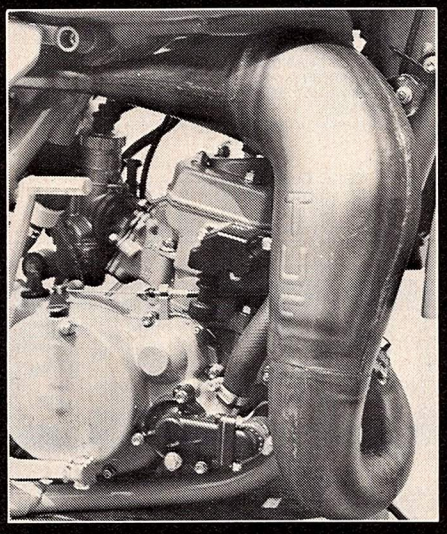
CONTACT: PSI, Dept. "Does It Snow There?", Route 2, Box 309, Wild Rose, WI 54984; (414)787-2430.



Z RACING

FUNCTION: If you own a Japanese machine, it's pretty easy to find a shop that makes aftermarket pipes to help your powerband. KTM owners don't enjoy that luxury, however. The folks at Z Racing (sometimes called Pro Cycle) know this and put more effort into making their KTM pipes perfect. The 125, 250, 350 and 500cc models are available from as early as 1984. Z Racing guarantees to make the suckers work, too.

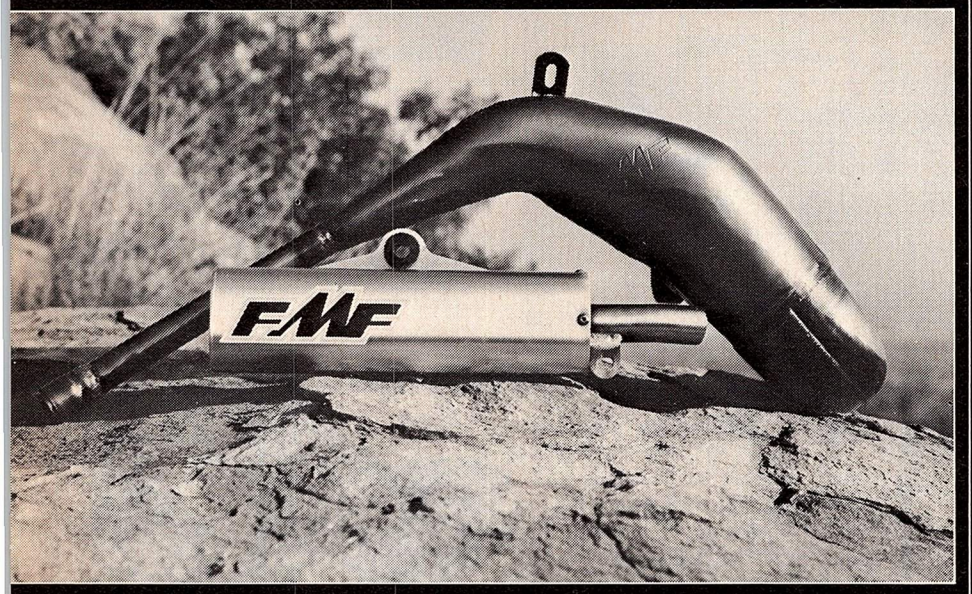
CONTACT: Z Racing, Dept. "I Love Austria," 330-K, E. Orangethorpe, Pasadena, CA 92670; (714)524-5441.



TUF RACING

FUNCTION: From the "Land of Lincoln", Tuf Racing become a national force in recent years. Formerly an exclusive Kawasaki outfit, it has now expanded to equip Suzukis, as well. We hear it's gonna get Mark Barnett to offer some MX schools, but for now, you will have to settle for its outstanding line of pipes. Prices are around $129.95, and Tuf offers porting, too.

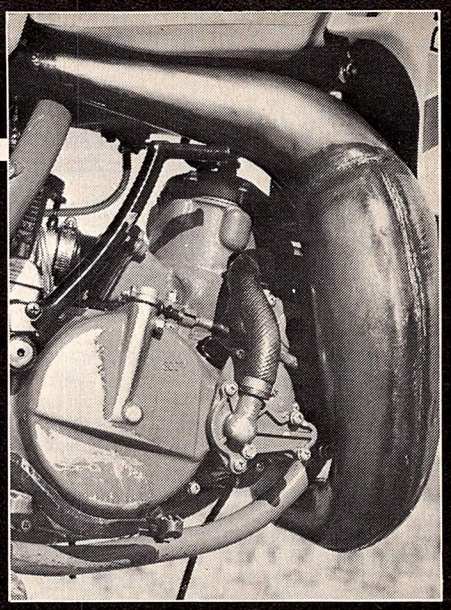
CONTACT: Tuf Racing, Dept. "Bring Back the Bomber!" 2733 Sycamore Rd., De Kalb, IL 60115; (800)CALL-TUF.



FLYING MACHINE FACTORY (FMF)

FUNCTION: Uncle Donnie Emler has been making pipes longer than anyone in the motocross business. In fact, Donnie invented the American aftermarket phenomenon. FMF makes pipes for all Japanese MX bikes, from 1985 on. Prices start at $139. Aluminum silencers are also available for $59.95. FMF is world-famous for its porting, reeds, boost bottles, head mods and parking-lot drag races.

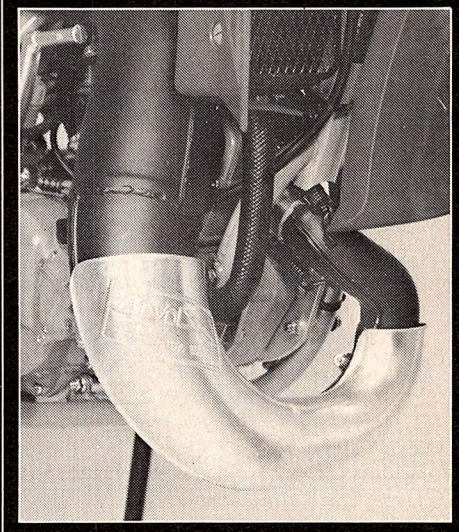
CONTACT: FMF, Dept. "Dutch Uncle", 25950 Belleporte Ave., #1, Harbor City, CA 90710; (213)539-6884.



PERFORMANCE SPECIALTIES

FUNCTION: Need a pipe for that old CR480? Maybe your dad got you a YZ250 back in '75, but you thrashed the pipe at Saddleback in '76 and haven't touched it since. DG has been in the business for a long time and boasts ultra-trick carbs, silencers and other performance goodies, in addition to pipes. Its toll-free hotline means that calling for advice won't cost you an arm and a leg, either. Even if you own an enduro bike, give them a call. Prices range from $89.95 on up.

CONTACT: DG Performance, Dept. "What Does DG Mean?" 1230 La Loma Circle, Anaheim, CA 92806; (800)854-9134.



DEVOL ENGINEERING

FUNCTION: Sir Lancelot would have gone undefeated had DeVol been around a few centuries ago. Heavy-gauge aluminum is stamped in the same shape as the header section and completely covers the pipe's naked underbelly. For a mere $32.95, you get hose clamps to mount 'em with, and a cool little sticker to slap on your toolbox. Between races you can put them on your forearms, shine them till they sparkle, and save some damsels in distress.

CONTACT: Devol Engineering, Dept. "Dragon Slayer," 3612 48th Ave. S.W., Seattle, WA 98116; (206)937-0341. □

SHOWCASE

MOTOCROSS ACTION MAGAZINE

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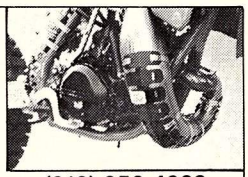

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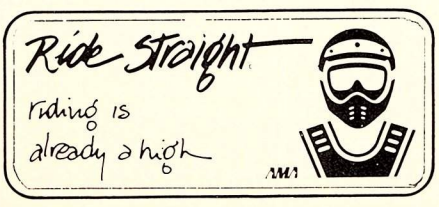

MX AT 40

(continued from page 62)

Other hard-riding Masters include Russ Powell from Northern California, a youngster who turned 40 this year. Bob Krah from Idaho is fast enough that many people would like to see him compete for an entire season instead of just the two events he rode this year. Southern California's Alan Olson is a stylish rider who could mount a serious attack on the season crown if he rode enough events (the best four finishes out of seven possible events counted toward the season championship in 1987). Alan didn't start riding till he was over 30 and as a Vet (over 30) he ruled the racing roost in the '70s and '80s. Dick Mann is one of America's most famous motorcycle racers and also one of the hardest chargers in the Masters class. Dick belongs to the Northern California chapter.

HOW THE OLD TIMERS SCORE

Scoring is simple. For each moto you receive points equal to your finishing position (first place gets one point, second two, ninth nine, etc.) Add up your points for all five motos to determine overall position. The fewest points wins, and next fewest gets second. Consistency pays off. One mistake can really hurt in the final standings.

For the season championships a similar system is used. Each rider's best four events (out of a possible seven) count. Again, it is one point for first, two for second, and so on. Fewest points wins. Many final places were determined by a single point. For example, Amateur Champ Bob Jackson from the Sierra chapter edged out Jim Loso from Washington by 11 points to 12. And in the Expert class, four riders went into the final round separated by a single point in the battle for third place for the season.

HOW TO JOIN

It's easy to join the Old Timers. Just send a postcard indicating you are interested, to the chapter nearest your home. You'll receive a letter telling you about the club and explaining the annual dues. You may be asked to show your driver's license or other proof of age, and you'll also be asked which riding classification you should be in. Don't worry if you start out too low. If you run away and hide, your new-found friends will join in a chorus of "Move him up," and they will move you. The members on the Competition Board have the responsibility of keeping the racing competitive, and they do a good job of it.

HOW TO START A NEW CHAPTER

If you live where there is no Old Timers chapter and you'd like to start one, drop a letter to Corrine Pyle of the Los Angeles chapter. Corrine will send you a copy of the club's bylaws and explain what you must do to set up a chapter in your area. Remember, you need a core of hardworking people to make a successful chapter. It takes a lot of work to organize and put on an International Event. But if you know people who are willing to do so, the rest of the Old Timer members would love to have a new track in another area to race on. □

KNEE BRACES

(continued from page 87)

we decided that it would be a good idea to look into motocross and see if we could expand our market."

THE *MXA* GUINEA PIGS

Ortho-Tech has actually been making all types of orthopedic braces for ten years. It bases all its products on discussions with a range of physicians and orthopedic surgeons, and when it came to designing a brace for motocross, they came to *MXA*. Rusty showed up at the *MXA* offices with a variety of braces that Ortho-Tech made for other sports applications and told of their interest in making a brace specifically for motocross. Since *MXA* has one of the best collections of thrashed knees in the country, we agreed to help Rusty. We explained to him that the brace market was essentially C.Ti.'s domain and we had depended on the Innovation Sports' brace to keep our knees together. Rusty was aware of C.Ti.'s impact on the market and mumbled something about the spirit of competition as he walked out to call his girlfriend on his car phone.

WE HAD TO START SOMEWHERE

Rusty returned two weeks later and made casts of our legs in the conference room. When the first batch of braces came in, we thought there were some problems with the design. When we put them on to race, we knew there were design problems. Our legs were bruised, sore and bleeding from the sharp edges that pinched our calves and thighs. The braces were also very wide, which prevented a rider from tightly gripping the gas tank through the rough stuff. We had another meeting with Rusty and told him everything that was wrong with the brace. He picked them all up and sent them back to the factory to be modified accordingly. We went through this process two more times. What we ended up with is nothing like what we started with.

SO WHAT'S THE END PRODUCT?

As a result of Ortho-Tech's desire to build a properly designed brace and Team *MXA*'s high threshold of pain, a new knee brace was created for the motocross market. The Ortho-Tech brace features a three-point force system to protect the knee from medial, lateral and anterior blows. Vertical slippage is a thing of the past with the placement of condular pads in the medial hollow above the condyle. As a result of working with *MXA*, Rusty came in contact with Johnny O'Mara and made him a brace for his bad knee. Unfortunately for O'Mara, he left his brace at home one day, crashed and underwent immediate surgery on both knees. Johnny is now a contracted rider with Ortho-Tech and wears braces on both knees all the time.

Ortho-Tech braces are available in either a standard or shortened version and come in an array of colors. Knee protection is provided with either a stationary or floating patella cup (we like the floating cup), and the braces are totally waterproof. The one-piece frame is custom-made of lightweight

T-6 aircraft aluminum, which is wrapped with acrylic Kevlar and graphite. Positive-stop hinges help prevent knee hyperextension. For more information contact Rusty Rothenberg at The One Stop Brace Shop, 10921 Wilshire Blvd., Ste. LL8, Westwood, CA 90024; 1(800)227-1554 nationwide, and 1(800)772-3344 inside California.

MXA BUYER'S GUIDE

WHICH KNEE BRACE IS FOR YOU?

• The most important thing that should be stressed about knee braces is that they aren't simply post-operative devices. Knee braces should be considered by every person who throws a leg over a motorcycle. It is a proven fact that knee braces are a lot less expensive than knee operations, and there's no reason to gamble with your knees when these devices are available. Some braces are more expensive than others, but that's because some braces have different functions and features. The more expensive braces offer more protection, but that shouldn't dissuade anyone from buying one of the less expensive ones. Any brace is better than no brace; it's just a matter of your personal needs. The braces that require a prescription are usually intended to be purchased through an insurance policy, but the prospective customer should find out all the facts from the manufacturer. • □

JEFF WARD

(continued from page 50)

the worst there; if we raced in April or early May, it would probably be great.

MXA: *Do you think Mammoth would be a good place for a National?*

Jeff: Yes, I raced there only once. I think Brian Myerscough beat me. That was when he had those killer bikes that used to get protested all the time. His dad would measure them and say they were 119cc. They came stock at 123cc (laughs). I remember he had something like a 50-bike lead on us at the first turn. His bike just barked. We were downshifting, and he was going up. It must have been the fuel! Those were the days.

MXA: *Speaking of bikes, what do you think of the '88 KX250?*

Jeff: I'm impressed. I liked my factory bike last year, but I think this year's bike has a better stock motor than the factory bike. When I first rode it for testing, I thought it seemed stronger and faster than the factory bike, but I wasn't sure. We went out and did timed laps on the two bikes, and it turned out that I was faster on the '88. I was about four seconds faster per lap.

That is definitely impressive for a stock, out-of-the-crate bike. I think that once we get the factory suspension on it, it will be a really tough bike to beat. I think it will take me to the Supercross Championship again and, hopefully, the outdoor title, as well. I can't wait for the season to start! □

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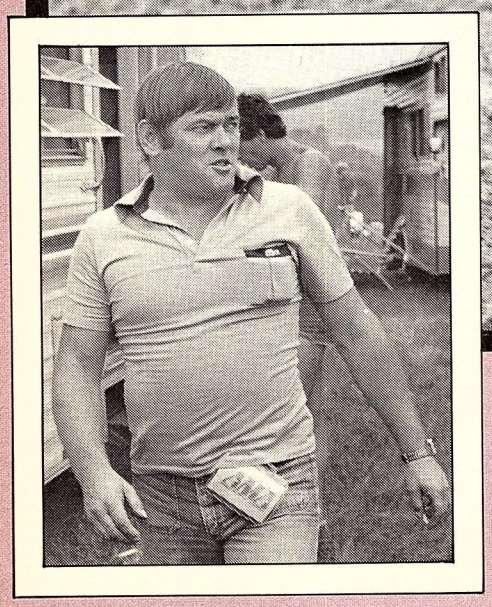
Photo by Steve French



Today Joel Robert works for Roger DeCoster managing a large truck-stop facility in Belgium. Joel races an occasional Veteran race, but, as often in the past, he fails to show up on time.

☐ Joel Robert (pronounced *row-bear*) was the greatest natural motocross racer in the history of the sport, and it's a good thing, because Joel didn't waste any time training or practicing. He partied, smoked and drank—all in excess. Joel won six 250 World Championships and is the winningest GP rider of all time (Roger DeCoster has five World titles). Joel won three 250 titles for CZ (1964, '68 and '69) and three for Suzuki (1970, '71 and '72).

In one ten-year span (from 1964 to 1973), Joel scored six firsts, finished second three times and had only one bad season. The bad season (1973) was caused by the newly imposed FIM weight limit, which forced Suzuki to raise the weight on its 187-pound RH250 to a more reasonable 208 pounds (today the limit is 215 pounds). Robert was a rider who loved to have a psychological advantage, but when the melted lead which was poured into the frame affected the bike's handling, Robert's dominance ended. The best Joel could do after 1972 was ninth place on a Puch in 1975. ☐

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But just the other day we found them in not one, but several other jerseys! "How can this be?," we asked ourselves. "We must check with the patent office *immediately*!" So we did.

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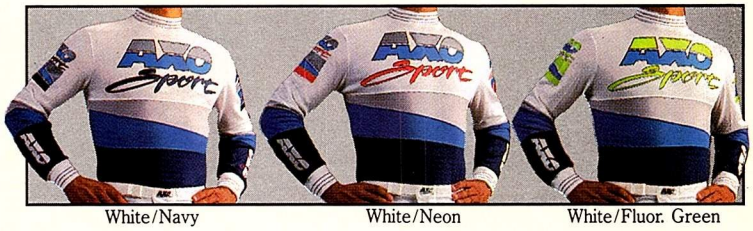

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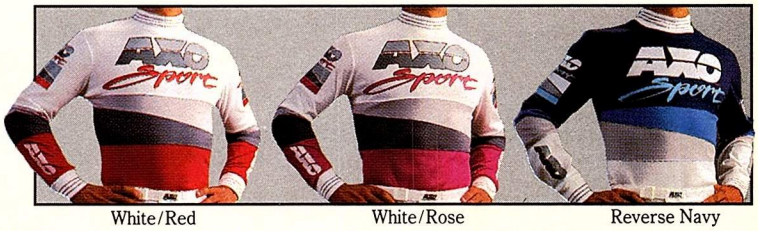

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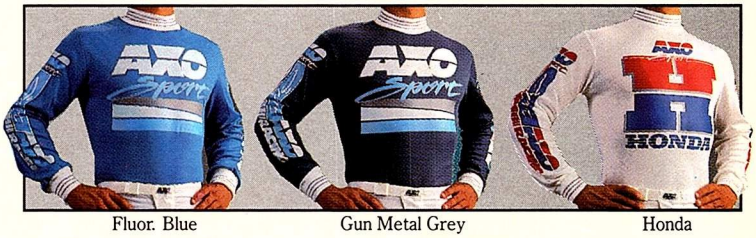

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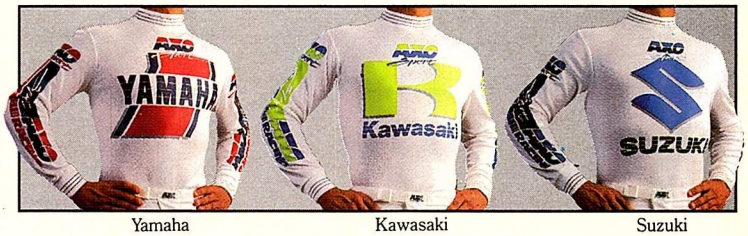

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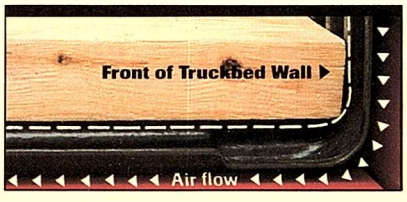

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